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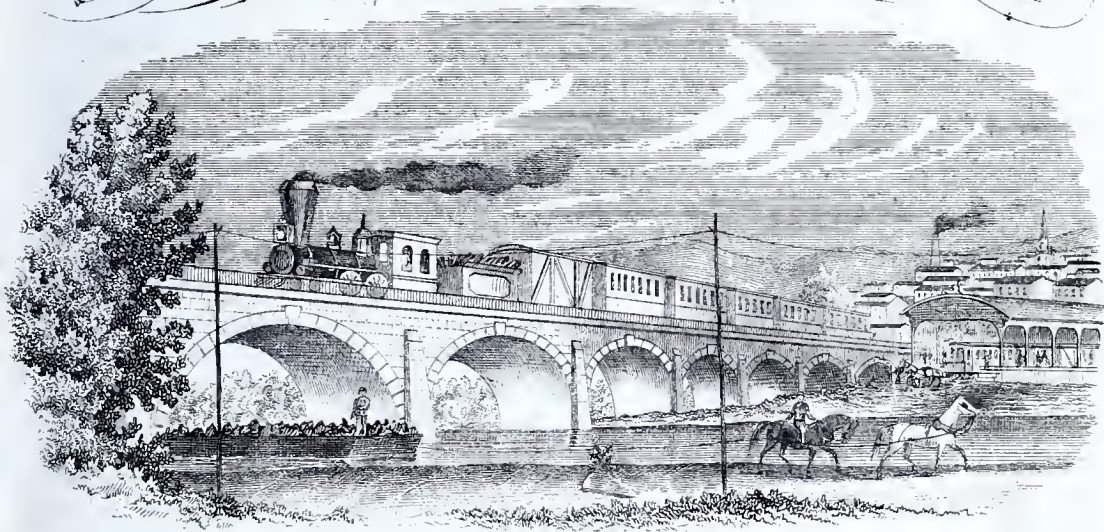
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ANNUAL REPORT
OF THE
Auditor General
OF THE
STATE OF PENNSYLVANIA



AND OF THE
TABULATIONS AND DEDUCTIONS FROM THE REPORTS
OF THE
**RAIL ROAD, CANAL & TELEGRAPH
COMPANIES**
FOR THE
YEAR 1871.

HARRISBURG
BENJ. SINGERLY
STATE PRINTER
1872

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1871

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REPORT.

AUDITOR GENERAL'S OFFICE, }
Harrisburg, Pa., February 15, 1872. }

*To the Honorable the Senate and House of Representatives of the
Commonwealth of Pennsylvania:*

In obedience to the requirements of the first section of the act, approved April 9, 1870, entitled "An Act requiring railroad, canal, navigation and telegraph companies to make uniform reports to the Auditor General," I herewith transmit copies of the several reports made to this Department in pursuance of said act, with tabulated results and comparative statements, compiled from the reports of companies.

Respectfully,

J. F. HARTRANFT,
Auditor General.

The following table exhibits the names of the companies to which blank forms were forwarded, of those by which reports were made, the time when the reports were received, and also those which failed to report:

Roads operated by steam:

Name of company.	Report filed.
Allentown.....	Feb. 1, 1872.
Allegheny Valley	Feb. 5, 1872.
Atlantic and Great Western.....	Dec. 30, 1871.
Bald Eagle Valley	Dec. 15, 1871.
Barclay coal company.....	Dec. 30, 1871.
Bedford and Bridgeport	Jan. 19, 1872.
Bellefonte and Snow Shoe	Jan. 20, 1872.
Bloss coal mining and	No report.
Buffalo, Bradford and Pittsburg	Jan. 17, 1872.

Name of company.	Report filed.
Buffalo, Corry and Pittsburg.....	Feb. 15, 1872.
Buffalo, New York and Philadelphia, (formerly Buffalo and Washington,) letter	Oct. 5, 1871.
Catasauqua and Fogelsville	Dec. 1, 1871.
Catawissa	Feb. 1, 1872.
Chartiers.....	Feb. 14, 1872.
Chester Creek	Jan. 30, 1872.
Chester Valley.....	Oct. 25, 1871.
Chestnut Hill.....	Jan. 11, 1872.
Cleveland and Pittsburg	Feb. 2, 1872.
Colebrookdale	Jan. 16, 1872.
Columbia and Port Deposit	Feb. 14, 1872.
Connecting	Jan. 11, 1872.
Cornwall.....	Jan. 31, 1872.
Cumberland Valley.....	Dec. 30, 1871.
Cowanesque Valley, (letter,)	Jan. 15, 1872.
Danville, Hazleton and Wilkesbarre	Feb. 15, 1872.
Delaware and Hudson canal and railroad	Feb. 15, 1872.
Delaware, Lackawanna and Western.....	Feb. 2, 1872.
Dunkirk, Warren and Pittsburg	Jan. 8, 1872.
East Brandywine and Waynesburg	Dec. 28, 1871.
East Mahanoy	Jan. 16, 1872.
East Pennsylvania	Jan. 16, 1872.
Ebensburg and Cresson.....	Oct. 31, 1871.
Elmira and Williamsport	Jan. 4, 1872.
Erie	Jan. 31, 1872.
Erie and Pittsburg	Nov. 23, 1871.
Fayette County.....	Nov. 7, 1871.
Frankford and Holmesburg	Feb. 2, 1872.
Hanover Branch	Feb. 7, 1872.
Harrisburg, Portsmouth, Mount Joy and Lancaster,	Oct. 28, 1871.
Hempfield, (letter,).....	Feb. 12, 1872.
Huntingdon and Broad Top Mountain	Feb. 2, 1872.
Ironton	Feb. 10, 1872.
Jamestown and Franklin	Feb. 14, 1872.
Jefferson	Feb. 15, 1872.
Junction	Feb. 15, 1872.
Lackawanna and Bloomsburg	Feb. 15, 1872.

Name of company.	Report filed.
Lake Shore and Michigan Southern.....	Feb. 14, 1872.
Lawrence	Feb. 15, 1872.
Lehigh and Lackawanna.....	Feb. 13, 1872.
Lehigh and Susquehanna	Feb. 9, 1872.
Lehigh Valley	Jan. 25, 1872.
Lewisburg, Centre and Spruce Creek.....	No report.
Little Saw Mill Run.....	Feb. 8, 1872.
Littlestown.....	Jan. 17, 1872.
Little Schuylkill navigation and	Dec. 15, 1871.
Lorberry Creek, (letter,)	Jan. 23, 1872.
Lykens Valley.....	Feb. 9, 1872.
Mahanoy and Shamokin, (letter,)	Jan. 23, 1872.
Mifflin and Centre County	Jan. 25, 1872.
Mill Creek and Mine Hill navigation and.....	Dec. 30, 1871.
Mine Hill and Schuylkill Haven.....	Jan. 25, 1872.
Mount Carbon	Jan. 31, 1872.
Mount Carbon and Port Carbon	Dec. 30, 1871.
Mount Pleasant and Broad Ford.....	Feb. 9, 1872.
Muncy Creek	Jan. 31, 1872.
Nesquehoning Valley.....	Feb. 9, 1872.
New Castle and Beaver Valley	Nov. 9, 1871.
Newry	Dec. 30, 1871.
Northern Central.....	Feb. 8, 1872.
North Pennsylvania	Jan. 1, 1872.
Oil Creek and Allegheny River.....	Feb. 2, 1872.
Peach Bottom	Feb. 1, 1872.
Pennsylvania	Feb. 8, 1872.
Pennsylvania coal	Jan. 20, 1872.
Pennsylvania and Delaware.....	Jan. 26, 1872.
Pennsylvania and New York canal and.....	Jan. 27, 1872.
Perkiomen	Jan. 16, 1872.
Philadelphia and Baltimore Central.....	Jan. 1, 1872.
Philadelphia and Erie	Feb. 5, 1872.
Philadelphia and Reading	Jan. 17, 1872.
Philadelphia, Germantown and Norristown	Oct. 21, 1871.
Philadelphia and Trenton.....	Feb. 2, 1872.
Philadelphia, Wilmington and Baltimore	Jan. 8, 1872.
Pickering Valley.....	Jan. 16, 1872.

Name of company.	Report filed.
Pinegrove and Lebanon, (letter,).....	Jan. 23, 1872.
Pit-Hole Valley, (formerly Oil City and Pit-Hole Branch,)	Jan. 6, 1872.
Pittsburg, Cincinnati and St. Louis	Feb. 9, 1872.
Pittsburg and Connellsville	Jan. 18, 1872.
Pittsburg, Fort Wayne and Chicago	Feb. 13, 1872.
Pittsburg, Virginia and Charleston	Jan. 6, 1872.
Plymouth	Dec. 12, 1871.
Port Kennedy, (letter,)	Jan. 23, 1872.
Reading and Columbia	Jan. 25, 1872.
Schuylkill and Susquehanna.....	Feb. 5, 1872.
Schuylkill Valley navigation and	Dec. 30, 1871.
Shamokin Valley and Pottsville	Oct. 17, 1871.
Shenango and Allegheny	Jan. 24, 1872.
Somerset and Mineral Point.....	Jan. 25, 1872.
South Mountain iron	Feb. 15, 1872.
South Pennsylvania, (letter,)	Nov. 11, 1871.
Southern Pennsylvania iron and	Feb. 7, 1872.
Southwark	Jan. 8, 1872.
Sullivan and Erie coal and, (letter,)	Feb. 15, 1872.
Summit Branch.....	Jan. 18, 1872.
Sunbury and Lewistown.....	Jan. 16, 1872.
Susquehanna, Gettysburg and Potomac, (formerly Gettysburg,).....	Feb. 1, 1872.
Tioga	Jan. 26, 1872.
Tresckow.....	Feb. 9, 1872.
Tyrone and Clearfield.....	Feb. 7, 1872.
Union and Titusville.....	No report.
Wellsboro' and Lawrenceville.....	Feb. 2, 1872.
West Chester.....	Dec. 29, 1871.
West Chester and Philadelphia	Dec. 29, 1871.
Western Pennsylvania.....	Feb. 14, 1872.
Wilmington and Reading.....	Jan. 19, 1872.

City Passenger Railways :

Allentown.....	Dec. 19, 1871.
Citizens', Philadelphia	Nov. 9, 1871.
Citizens', Pittsburg.....	Dec. 29, 1871.

Name of company.	Report of filed.
Coakville	Jan. 22, 1872.
Easton and South Easton	Dec. 28, 1871.
Empire, Philadelphia	Jan. 15, 1872.
Erie City	Jan. 31, 1872.
Federal Street and Pleasant Valley	Feb. 7, 1872.
Frankford and Southwark, Philadelphia.....	Dec. 20, 1871.
Germantown, Philadelphia.....	Jan. 15, 1872.
Girard College, Philadelphia	Jan. 16, 1872.
Green and Coates Street, Philadelphia.....	Jan. 20, 1872.
Harrisburg City.....	Jan. 19, 1872.
Hestonville, Mantua and Fairmount, Philadelphia,	Jan. 19, 1872.
Lombard and South Street, Philadelphia	Jan. 11, 1872.
People's, Pottsville, (letter,).....	Dec. 8, 1871.
People's Street, Luzerne county	Dec. 22, 1871.
Philadelphia City, Philadelphia.....	Jan. 31, 1872.
Philadelphia and Darby, Philadelphia.....	Jan. 6, 1872.
Philadelphia and Gray's Ferry, Philadelphia.....	Jan. 26, 1872.
Pittsburg, Allegheny and Manchester	Dec. 13, 1871.
Pittsburg and Birmingham, Pittsburg.....	Dec. 15, 1871.
Pittsburg, Oakland and East Liberty.....	Jan. 20, 1872.
Ridge Avenue and Manayunk, Philadelphia.....	Jan. 16, 1872.
Schuylkill River.....	Jan. 6, 1872.
Second and Third Street, Philadelphia	Jan. 18, 1872.
Seventeenth and Nineteenth Street, Philadelphia,	Jan. 25, 1872.
Thirteenth and Fifteenth Street, Philadelphia....	Jan. 22, 1872.
Union, Philadelphia.....	Jan. 31, 1872.
West Philadelphia, Philadelphia.....	Jan. 6, 1872.
Wilkesbarre and Kingston.....	Jan. 11, 1872.
Williamsport.....	Jan. 3, 1872.

Canal Companies :

Delaware and Hudson	Feb. 15, 1872.
Delaware Division.....	Jan. 11, 1872.
Erie, (letter,).....	Nov. 14, 1871.
Junction	Dec. 29, 1871.
Lehigh coal and navigation	Feb. 9, 1872.
Muncy.....	Jan. 22, 1872.
Monongahela navigation.....	Jan. 23, 1872.

Name of company.	Report filed.
Pennsylvania	Jan. 18, 1872.
Schuylkill navigation.....	Jan. 20, 1872.
Susquehanna.....	Feb. 12, 1872.
Union.....	Feb. 7, 1872.
West Branch and Susquehanna	Jan. 18, 1872.
Wiconisco	Feb. 9, 1872.

Telegraph Companies:

Bankers' and Brokers'	No report.
Franklin.....	Jan. 22, 1872.
Pacific and Atlantic	Feb. 10, 1872.
Philadelphia, Reading and Pottsville.....	Jan. 16, 1872.
Western Union	Feb. 15, 1872.

TABULATED RESULTS
COMPILED FROM REPORTS OF COMPANIES.

TABLE A.—STOCK AND DEBT.

Name of company.	Capital stock as authorized by law.	Am't of stock subscribed.	Amount paid in as by last report.	Total amount now paid in of capital stock.	Funded debt as by last report.
Allentown.....	\$2,000,000 00	\$714,200 00	.....	\$567,544 47	.....
Allegheny Valley.....	5,000,000 00	2,256,350 00	\$2,256,300 00	2,256,350 00	\$3,963,000 00
Atlantic and Great Western.....	30,000,000 00	29,688,294 91	.....	29,598,695 38	.....
Bald Eagle Valley.....	1,600,000 00	550,000 00	550,000 00	550,000 00	471,200 00
Barclay coal company.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	107,000 00
Bedford and Bridgeport.....	300,000 00	295,400 00	75,450 00	241,924 70	.....
Belleville and Snow Shoe.....	1,000,000 00	600,000 00	600,000 00	600,000 00	99,000 00
Buffalo, Bradford and Pittsburg.....	1,000,000 00	442,497 50	2,286,000 00	2,286,000 00	580,000 00
Buffalo, Corry and Pittsburg.....	426,900 00	426,900 00	428,717 50	428,717 50	700,000 00
Catsauqua and Fogelsville.....	.....	.....	.....	426,900 00	.....
Catawissa.....	3,359,500 00	3,359,500 00	3,359,500 00	3,359,500 00	441,850 00
Chartiers.....	800,000 00	588,750 00	524,270 07	635,355 01	.....
Chester Creek.....	185,000 00	.....	167,200 00	180,400 00	185,000 00
Chester Valley.....	871,900 00	871,900 00	871,900 00	871,900 00	500,000 00
Chestnut Hill.....	120,650 00	120,650 00	120,650 00	120,650 00	.....
Cleveland and Pittsburg.....	7,867,950 00	7,867,950 00	7,482,225 00	7,867,950 00	3,772,500 00
Colebrookdale.....	50,000 00	50,000 00	46,900 00	47,165 00	584,700 00
Columbia and Port Deposit.....	1,800,000 00	220,000 00	203,172 11	203,172 11	180,900 00
Connecting.....	150,000 00	1,278,300 00	1,278,300 00	1,278,300 00	1,000,000 00
Cornwall.....	2,110,000 00	150,000 00	300,000 00	300,000 00	.....
Cumberland Valley.....	600,000 00	585,450 00	1,325,625 00	1,326,650 00	352,300 00
Danville, Hazleton and Wilkesbarre.....	1,500,000 00	.....	18,808,850 00	584,235 00	.....
Delaware, Lackawanna and Western.....	285,000 00	1,300,000 00	.....	18,858,850 00	3,308,000 00
Dunkirk, Warren and Pittsburg.....	500,000 00	91,150 00	89,800 00	1,075,000 00	.....
East Brandywine and Waynesburg.....	.....	392,550 00	392,550 00	89,800 00	175,000 00
East Mahanoy.....	100,000 00	1,309,200 00	1,309,200 00	392,550 00	495,900 00
East Pennsylvania.....	1,000,000 00	42,000 00	.....	1,309,200 00	.....
Ebensburg and Cresson.....	1,000,000 00	42,000 00	.....	42,000 00	.....
Elmira and Williamsport.....	2,500,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,620,000 00
Erie.....	107,400 00	86,536,910 00	86,536,910 00	86,536,910 00	23,398,800 00
Fayette County.....	500,000 00	1,996,300 00	1,999,250 00	1,999,450 00	2,577,000 00
Frankford and Holmesburg.....	100,000 00	98,350 00	126,000 00	125,395 71	.....
Hanover Branch.....	500,000 00	100,000 00	80,000 00	100,000 00	14,000 00
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	2,500,000 00	116,850 00	116,850 00	116,850 00	.....
		1,182,550 00	1,182,550 00	1,182,550 00	.....

Huntingdon and Broad Top Mountain.....	1,550,000 00	870,950 00	834,350 00	870,950 00	2,008,095 66
Ironton.....	500,000 00	400,000 00	400,000 00	400,000 00	130,000 00
Jamestown and Franklin.....	1,000,000 00	634,050 00	604,777 50	604,777 50	1,000,000 00
Jefferson.....	250,000 00	2,095,700 00	.....	2,095,700 00	.....
Junction.....	1,900,000 00	185,250 00	180,250 00	185,250 00	800,000 00
Lackawanna and Bloomsburg.....	50,000,000 00	1,335,000 00	1,335,000 00	1,335,000 00	2,279,335 00
Lake Shore and Michigan Southern.....	1,000,000 00	34,938,000 00	34,938,000 00	34,938,000 00	2,283,000 00
Lawrence.....	1,000,000 00	285,250 00	.....	285,050 00	300,000 00
Lehigh and Lackawanna.....	250,000 00	375,100 00	375,100 00	375,100 00	300,000 00
Lehigh Valley.....	250,000 00	100,000 00	18,159,400 00	18,158,600 00	5,588,000 00
Little Saw Mill Run.....	75,000 00	53,750 00	100,000 00	100,000 00	26,166 67
Little Schuylkill navigation and.....	800,000 00	2,646,100 00	2,646,100 00	2,646,100 00	46,150 00
Lykens Valley.....	100,000 03	68,400 00	600,000 00	600,000 00	783,500 00
Mifflin and Centre County.....	323,375 00	323,375 00	65,426 00	65,526 00	188,500 00
Mill Creek and Mine Hill navigation and.....	3,905,600 00	3,905,600 00	323,375 00	323,375 00	.....
Mino Hill and Schuylkill Haven.....	200,000 00	200,000 00	3,905,600 00	3,905,600 00	.....
Mount Carbon.....	282,350 00	282,350 00	200,000 00	200,000 00	.....
Mount Carbon and Fort Carbon.....	600,000 00	117,750 00	282,350 00	282,350 00	.....
Mount Pleasant and Broad Ford.....	100,000 00	60,000 00	.....	111,150 00	.....
Muncy Creek.....	2,000,000 00	1,250,000 00	1,000,090 00	52,000 00	.....
Nesquehoning Valley.....	700,000 00	700,000 00	605,000 00	605,000 00	93,300 00
New Castle and Beaver Valley.....	15,000 00	11,650 00	11,025 00	11,150 00	.....
Newry.....	8,000,000 00	5,601,700 00	5,000,000 00	5,601,700 00	7,495,500 00
Northern Central.....	1,500,000 00	3,150,000 00	3,150,000 00	3,302,600 00	3,862,887 50
North Pennsylvania.....	4,259,450 00	4,259,450 00	4,259,450 00	4,259,450 00	3,170,000 00
Oil Creek and Allegheny River.....	1,000,000 00	211,000 00	.....	16,000 00	.....
Peach Bottom.....	55,000,000 00	54,842,400 00	53,850,000 00	41,339,475 00	26,732,564 00
Pennsylvania.....	5,550,329 00	4,000,000 00	4,000,000 00	4,000,000 00	556,000 00
Pennsylvania coal.....	500,000 00	184,500 00	2,811,700 00	3,061,700 00	3,000,000 00
Pennsylvania and New York canal and.....	50,000 00	39,950 00	37,890 00	37,890 00	610,200 00
Perkinston.....	2,000,000 00	225,000 00	220,603 11	220,606 11	1,100,000 00
Philadelphia and Baltimore Central.....	10,000,000 00	6,500,000 00	6,048,700 00	8,450,000 00	12,598,000 00
Philadelphia and Erie.....	2,500,000 00	2,231,900 00	20,401,600 23	31,566,575 23	10,154,970 08
Philadelphia and Reading.....	2,000,000 00	1,259,120 00	1,625,250 00	2,231,900 00	25,400 00
Philadelphia, Germantown and Norristown.....	2,000,000 00	96,850 00	1,259,100 00	1,259,100 00	.....
Philadelphia and Trenton.....	100,000 00	5,424,350 00	9,562,650 00	10,997,900 00	2,349,500 00
Philadelphia, Wilmington and Baltimore.....	5,000,000 00	2,341,974 50	5,424,353 00	90,855 00	.....
Pickering Valley.....	.....	19,714,285 71	1,794,576 43	5,424,350 00	10,027,990 24
Pittsburg, Cincinnati and St. Louis.....	.....	.....	19,714,285 71	1,959,976 43	5,500,000 00
Pittsburg and Connellsville.....	.....	.....	.....	19,714,285 71	13,663,000 00
Pittsburg, Fort Wayne and Chicago.....	.....	.....	.....	.....	.....

TABLE A.—STOCK AND DEBT—Continued.

Name of company.	Capital stock as authorized by law.	Am't of stock subscribed.	Amount paid in as by last report.	Total amount now paid in of capital stock.	Funded debt as by last report.
Pit-Hole Valley.....	\$250,000 00	\$250,000 00	.....	.....	.....
Pittsburg, Virginia and Charleston.....	.....	821,550 00	.....	\$277,188 11	.....
Plymouth.....	30,000 00	30,000 00	\$12,050 00	12,050 00	.....
Reading and Columbia.....	600,000 00	511,500 00	507,268 09	507,268 09	\$1,000,000 00
Schuylkill and Susquehanna.....	1,600,000 00	1,269,150 00	1,269,150 00	1,269,150 00	97,000 00
Schuylkill Valley navigation and.....	576,050 00	576,050 00	576,050 00	576,050 00	.....
Shanokin Valley and Pottsville.....	1,500,000 00	869,450 00	869,450 00	869,450 00	700,000 00
Shenango and Allegheny.....	200,000 00	200,000 00	158,000 00	159,925 00	520,000 00
Somerset and Mineral Point.....	200,000 00	65,650 00	.....	54,290 00	.....
Southern Pennsylvania iron and.....	.....	925,000 00	577,408 33	774,800 00	651,500 00
Southwark.....	200,000 00	200,000 00	58,468 00	58,468 00	.....
Summit Branch.....	2,750,000 00	2,502,250 00	2,502,250 00	2,502,250 00	.....
Sunbury and Lewistown.....	500,000 00	500,000 00	.....	500,000 00	.....
Susquehanna, Gettysburg and Potomac, (formerly Gettysburg,).....	2,500,000 00	.....	.....	1,500,000 00	.....
Tioga.....	1,000,000 00	580,900 00	580,900 00	580,900 00	243,000 00
Trescow.....	250,000 00	130,000 00	65,000 00	130,000 00	.....
Tyrone and Clearfield.....	1,000,000 00	510,000 00	510,000 00	510,000 00	.....
Wellsboro' and Lawrenceville.....	1,000,000 00	1,000,000 00	248,980 00	1,000,000 00	.....
West Chester.....	165,000 00	165,000 00	165,000 00	165,000 00	.....
West Chester and Philadelphia.....	2,200,000 00	.....	.....	681,650 00	957,500 00
Western Pennsylvania.....	3,000,000 00	822,450 00	1,022,450 00	1,022,450 00	1,800,000 00
Wilmington and Reading.....	800,000 00	800,000 00	754,717 37	757,728 74	1,512,200 00
	248,806,954 00	319,476,707 62	336,756,387 88	393,670,886 84	188,689,409 15

TABLE A.—STOCK AND DEBT—Continued.

Name of company.	Total am't now of funded debt.	Floating debt as by last report.	The am't now of floating debt.	Total am't now of funded and floating debt.	Rate per ct. per an. of inter't, &c.	Rate per ct. per an. of dividend.
Allentown.....			\$579,081 23	\$579,081 23	7, 7 3-10	.....
Allegheny Valley.....	\$3,961,000 00	\$295,819 59	502,437 19	4,463,437 19	7	.....
Atlantic and Great Western.....	29,999,900 00	.....	.....*	29,999,900 00	7	.....
Bald Eagle Valley.....	460,900 00	.....	.....	460,900 00	6, 7	6
Barclay coal company.....	93,000 00	.....	.....	93,000 00	.....	†\$3 00
Bedford and Bridgeport.....	500,000 00	.....	.....	500,000 00	7	.....
Belleville and Snow Shoe.....	99,000 00	.....	.....	99,000 00	6	.....
Buffalo, Bradford and Pittsburg.....	583,500 00	.....	.....	583,500 00	7	.....
Buffalo, Corry and Pittsburg.....	700,000 00	443,663 63	463,673 96	1,163,673 96	7	.....
Catsaqua and Fogelsville.....	.....	.....	.....	.....	.....	.....
Catawissa.....	1,740,350 00	.....	.....	1,740,350 00	.....	6
Chartiers.....	400,000 00	266,649 17	60,484 39	460,484 39	7	.....
Chester Creek.....	185,000 00	.....	.....	185,000 00	6	.....
Chester Valley.....	500,000 00	453,000 00	472,500 00	972,500 00	7	.....
Chestnut Hill.....	.....	.....	.....	.....	.....	.....
Cleveland and Pittsburg.....	3,859,500 00	.....	.....	3,859,500 00	6, 7	.....
Colebrookdale.....	584,700 00	19,661 61	56,377 47	641,077 47	6	.....
Columbia and Port Deposit.....	160,000 00	55,697 30	195,409 09	355,409 09	7	.....
Connecting.....	996,000 00	.....	.....	996,000 00	6	.....
Cornwall.....	.....	.....	.....	.....	.....	.....
Cumberland Valley.....	352,300 00	.....	.....	352,300 00	.....	16
Danville, Hazleton and Wilkesbarre.....	1,400,000 00	.....	154,000 00	1,554,000 00	6, 8	8
Delaware, Lackawanna and Western.....	2,744,000 00	2,650,000 00	4,319,917 90	7,063,917 90	7	.....
Dunkirk, Warren and Pittsburg.....	1,190,000 00	.....	55,000 00	1,245,000 00	.....	.....
East Brandywine and Waynesburg.....	175,000 00	2,000 00	2,000 00	177,000 00	7, 8	.....
East Mahanoy.....	.....	.....	.....	.....	.....	.....
East Pennsylvania.....	495,900 00	.....	.....	495,900 00	7	6
Ebensburg and Cresson.....	80,000 00	.....	.....	80,000 00	6	.....
Elmira and Williamsport.....	1,620,000 00	.....	.....	1,620,000 00	5, 7	.....
Erie.....	26,398,800 00	.....	.....	26,398,800 00	6, 7	.....
Erie and Pittsburg.....	3,177,000 00	.....	.....	3,177,000 00	7	.....
Fayette County.....	.....	.....	.....	.....	.....	.....
Frankford and Holmesburg.....	50,000 00	.....	.....	50,000 00	7	.....
Hanover Branch.....	.....	.....	.....	.....	.....	.....
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	700,000 00	.....	.....	700,000 00	.....	10
Huntingdon and Broad Top Mountain.....	2,157,025 66	.....	.....	2,157,025 66	6, 7	7

TABLE A.—STOCK AND DEBT—Continued.

Name of company.	Total am't now of funded debt.	Floating debts by last report.	Tho am't now of floating debt.	Total am't now of funded and floating debt.	Rate per ct. per an. of inter't, &c.	Rate per ct. per an. of dividend.
Ironton	\$100,000 00			\$100,000 00	7	.....
Jamestown and Franklin	98,000 00	\$852,021 95	\$927,322 59	1,925,322 59	7	.....
Jefferson	2,300,000 00			2,300,000 00	7	.....
Junction	2,800,000 00			2,800,000 00	6	.....
Lackawanna and Bloomsburg	2,250,000 00		202,270 97	2,452,270 97	7	.....
Lake Shore and Michigan Southern	26,433,000 00	3,438,553 26	3,496,815 36	29,929,815 36	7	\$8, ||10
Lawrence	355,000 00	5,000 00		355,000 00	7	.....
Lehigh and Lackawanna	300,000 00			300,000 00		.....
Lehigh Valley	9,219,000 00	414,417 16	645,142 12	9,864,142 12	6, 7	10
Little Saw Mill Run	29,665 67	5,010 23	1,858 78	31,525 45	7	10
Littlestown	40,000 00		685 83	40,685 83	7	.....
Little Schuylkill navigation and	771,500 00			771,500 00	7	7
Lykens Valley						10
Mifflin and Centre County	188,500 00			188,500 00	6	.....
Mill Creek and Mine Hill navigation and						10
Mine Hill and Schuylkill Haven						7½
Mount Carbon						7
Mount Carbon and Port Carbon						12
Mount Pleasant and Broad Ford .....						.....
Muncy Creek	100,000 00		43,173 02	43,173 02		.....
New Castle and Beaver Valley	88,300 00			100,000 00	7	.....
Nevry		2,000 00		90,300 00		11
Northern Central	7,718,602 09	11,258 00	2,000 00	10,778 99		.....
North Pennsylvania	3,943,500 00	606,084 27	218,725 74	7,937,327 83	6, 7	6
Oil Creek and Allegheny River	3,180,000 00	90,000 00	125,538 72	4,089,038 72	6, 7-10	4½
Pennsylvania	28,443,340 00			3,180,000 00	7	7½
Pennsylvania coal	542,500 00	949,825 00	2,348,203 23	30,791,543 23	6	10
Pennsylvania and Delaware	700,000 00	175,000 00	425,000 00	967,500 00	7	20
Pennsylvania and New York canal and	3,000,000 00		100,000 00	800,000 00	7	.....
Perkmen	619,100 00	247,215 46	415,007 85	3,415,007 85	7	.....
Philadelphia and Baltimore Central	1,500,000 00	326,690 20	402,660 99	1,021,700 99	6	.....
Philadelphia and Erie	14,000,000 00	609,564 00	90,288 87	1,590,288 87	6, 7	.....
Philadelphia and Reading	21,936,483 00		149,362 00	14,149,362 00	6, 6½	7
Philadelphia, Germantown and Norristown				21,936,483 00	5, 6, 7	10
Philadelphia and Trenton						9
Philadelphia, Wilmington and Baltimore	1,745,000 00	262,720 00	23,366 56	1,768,366 56	6	8

Pickering Valley	330, 300 00	112, 712 92	443, 012 92	7	7	.....
Pittsburg, Cincinnati and St. Louis	10, 004, 140 24	3, 470, 121 78	13, 474, 262 02	6,	7	.....
Pittsburg and Connellsville	5, 500, 000 00	1, 060, 775 32	7, 460, 775 32	6,	7	.....
Pittsburg, Fort Wayne and Chicago	13, 663, 000 00	17, 229 62	13, 680, 229 62	7		7
Pit-Hole Valley	100, 000 00	3, 247 01	103, 247 01	7		.....
Plymouth	100, 000 00	174, 495 19	274, 495 19	6		.....
Reading and Columbia	1, 000, 000 00	1, 033, 742 90	2, 033, 742 90	7		.....
Schuylkill and Susquehanna	97, 000 00	46, 089 14	143, 089 14	6		.....
Schuylkill Valley navigation and						5
Shamokin Valley and Pottsville	700, 000 00		700, 000 00	7		6
Shenango and Allegheny	638, 000 00		638, 000 00	7		.....
Somerset and Mineral Point	50, 000 00	15, 000 00	65, 000 00			.....
South Mountain iron and	331, 000 00		381, 000 00	6,	7	.....
Southern Pennsylvania iron and	713, 000 00	199, 441 00	912, 441 00	7		.....
Southwark						6
Summit Branch	174, 000 00		174, 000 00	6		6
Sunbury and Lewistown	1, 400, 000 00		1, 400, 000 00	6,	**7	.....
Tioga	243, 000 00		243, 000 00	7		.....
Trescow		40, 417 70	40, 417 70			.....
Tyrone and Clearfield		387, 153 58	387, 153 58			.....
West Chester and Philadelphia	1, 197, 300 00		1, 197, 300 00	7,	8, 10,	.....
Western Pennsylvania	1, 800, 000 00	907, 813 36	2, 707, 813 36	6		.....
Wilmington and Reading	1, 973, 600 00	180, 704 26	2, 154, 304 26	7		.....
	256, 726, 707 66	18, 970, 672 80	281, 764, 734 29			

* Floating debt unascertained. † Per share. ‡ On preferred stock. § On common stock. || On guaranteed stock.

¶ Scrip.

** Gold.

TABLE B.—CHARACTERISTICS OF ROAD.

Name of company.	Cost of road and equipment.....	Length of main line of road, in miles...	Length of main line of road laid.....	Length of main line of road laid in Pennsylvania.....	Length of double track of road, in miles.....	Length of sidings....	Gauge of road	Weight of rail per yd. on main track,	Length, in miles, of branch roads owned.....	Number of worked or leased roads
Allentown.....	\$1,054,287 39	35.80	4.50	4.50	.....	.30	4 8½	64	.....	.....
Allegheny Valley.....	9,747,216 05	132	132	132	4	39.90	4 9	60	.....	.....
Atlantic and Great Western, (Erie railway company, lessees.).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Bald Eagle Valley.....	1,050,000 00	387.50	387.50	127.33	†116	.....	6 8½	56-67½	5	.....
Barclay coal company, (leased to Towanda coal company,).....	.....	.....	.....	.....	.....	4.90	4 8½	45	2.50	.....
Bedford and Bridgeport.....	351,925 00	16	16	16	.....	5	4 8½	50	.....	.....
Belleville and Snow Shoe.....	442,058 87	30.70	15	15	.....	.50	4 9	52	.....	.....
Buffalo, Bradford and Pittsburgh.....	2,869,500 00	21.20	21.20	21.20	.....	3.35	4 8½	45, 56	2	.....
Buffalo, Corry and Pittsburgh.....	1,532,058 11	26	26	18	.....	2	4 8½	45-62	.....	.....
Catsauqua and Fogelsville.....	742,156 64	43.20	43.20	6	.....	5	6 9½	56	.....	.....
Carawissa, (W. C. R. R. Co. and A. and G. W. R. W. Co., lessees,).....	5,126,500 00	20	20	20	.....	8	4 8½	50, 57	4	.....
Chartiers.....	1,093,839 40	94	94	94	.....	7	4 8½	56	4.50	2
Chester Creek.....	365,400 00	22.80	22.80	22.80	.....	1.50	4 9½	56	.....	.....
Chester Valley.....	1,371,900 00	7.25	7.25	7.25	.....	.75	4 8½	50	.....	.....
Chestnut Hill.....	120,650 00	21.50	21.50	21.50	.....	1.50	4 8½	60	.....	.....
Cleveland and Pittsburg.....	11,518,594 09	4.12	4.12	4.12	.50	.50	4 8½	56	.....	.....
Colebrookdale.....	662,532 33	167	167	15	2	62	4 10	60	32	1
Columbia and Port Deposit, (finished portion leased to Philadelphia, Wilmington and Baltimore railroad company,).....	558,581 20	39.30	5	.25	.....	1.50	4 8½	56	.....	.....
Connecting.....	2,278,300 00	6.78	6.78	6.78	6.78	2.75	4 9½	67	.....	.....
Cornwall.....	394,724 50	7.47	7.47	7.47	.....	2.50	4 8½	50-68	.19	.....
Cumberland Valley.....	1,583,444 79	73	73	68	7	11.50	4 9	50, 60	.....	.....
Danville, Hazleton and Wilkesbarre.....	*1,053,600 00	45	45	45	.....	2.50	4 8½	56	.....	.....
Delaware and Hudson canal and railroad.....	3,384,306 41	45	45	45	32	26	4½, 4.8½	645-56	.....	1
Delaware, Lackawanna and Western.....	14,314,981 49	115	115	115	85	23	6	65	.....	.....

	2,320,000 00	54.80	54.80	12.50	3.50	4 9 ¹ / ₂	56	.....	.....
Dunkirk, Warren and Pittsburg.....	264,800 00	17.50	17.50	12.50	.....	4 9 ¹ / ₂	45,55	.....	.....
East Brandywine and Waynesburg.....	591,603 93	7.54	7.54	7.54	.....	4 8 ¹ / ₂	50-68	3.34	.....
East Mahanoy.....	484,290 12	36	36	36	.....	4 8 ¹ / ₂	52-68	.....	.....
East Pennsylvania.....	1,484,290 12	11	11	11	.....	4 9	45	.....	.....
Ebensburg and Cresson.....	122,000 00	78	78	70	14	4 9	56	.....	.....
Elmira and Williamsport, (leased to Northern Central railway company,).....	2,620,000 00	459	459	42	.....	6	64,70	125.75	12
Erie.....	106,904,362 22	.....	.....	.....	.....	.....	.....	.....	.....
Erie and Pittsburg, (leased to Pennsylvania railroad company,).....	4,771,123 51	12.66	12.66	12.66	.....	4 8 ¹ / ₂	43	.....	.....
Fayette County.....	130,090 00	4.15	4.15	4.15	.....	4 10	50	.....	.....
Frankford and Holmesburg.....	159,427 07	12.20	12.20	12.20	.....	4 8 ¹ / ₂	50,56	.....	2
Hanover Branch.....	260,000 00	.....	.....	.....	.....	.....	.....	.....	.....
Harrisburg, Portsmouth, Mount Joy and Lancaster, (leased to Pennsylvania railroad company.)	2,792,475 16	44	44	44	.....	4 8 ¹ / ₂	56,60	13.75	1
Huntingdon and Broad Top Mountain.....	268,000 00	11	11	11	.....	4 8 ¹ / ₂	50,57	.....	.....
Jamestown and Franklin.....	2,463,074 15	51	51	51	.....	4 10	50-60	1.50	.....
Jefferson, (leased to Erie railway company,).....	4,398,700 00	47.50	22.50	22.50	8.60	6	55-67	25	.....
Junction.....	898,324 25	4.62	4.62	4.62	.....	4 8 ¹ / ₂	67	.....	.....
Lackawanna and Bloomsburg.....	3,959,678 42	80	80	80	.....	4 8 ¹ / ₂	60,65	.....	.....
Lake Shore and Michigan Southern.....	58,778,875 69	541	541	44	15	4 8 ¹ / ₂	60,60	.....	.....
Lawrence.....	633,170 10	17.40	17.40	8.10	255.50	4 10	60	428.52	2
Lehigh and Lackawanna.....	673,100 00	36	15	15	.....	4 8 ¹ / ₂	50	.....	.....
Lehigh and Susquehanna.....	12,041,731 04	105	105	105	1.03	4 8 ¹ / ₂	60	32.25	3
Lehigh Valley.....	19,230,730 29	101	101	100.75	75	4 8 ¹ / ₂	57-60	121.56	1
Little Saw Mill Run.....	100,657 47	3	3	3	125	4 8	50,56	.....	.....
Littlestown.....	115,616 00	9.50	9.50	9.50	1	4 8 ¹ / ₂	60	.....	.....
Little Schuylkill navigation and.....	1,416,187 80	28.25	28.25	28.25	42	4 8 ¹ / ₂	60	.....	.....
Mifflin and Centre County.....	247,015 32	12.50	12.50	12.50	19.95	4 8 ¹ / ₂	45,56	3	1
Mill Creek and Mine Hill navigation and, (leased to Philadelphia and Reading railroad company,).....	323,375 00	3.78	3.78	3.78	2.29	4 9	64	8.02	.....
Mine Hill and Schuylkill Haven.....	3,905,600 00	.....	.....	.....	.....	4 8	62	.....	.....
Mount Carbon, (leased to Philadelphia and Reading railroad company,).....	203,259 53	7	7	7	.....	4 8 ¹ / ₂	50	.....	.....
Mount Carbon and Fort Carbon, (leased to Philadelphia and Reading railroad company,).....	282,815 45	2.50	2.50	2.50	.....	4 8 ¹ / ₂	64	.....	.....
Mount Pleasant and Broad Ford.....	154,323 02	9.60	9.60	9.60	47	4 8 ¹ / ₂	45,56	.....	.....
Muncy Creek.....	1,152,968 23	48	5.75	5.75	1	4 8 ¹ / ₂	60	1	.....
Nesquehoning Valley.....	731,885 64	16.50	16.50	16.50	2.75	4 8 ¹ / ₂	56	.....	.....
New Castle and Beaver Valley.....	22,657 31	14.92	14.92	14.92	2.62	4 10	45	.....	.....
Nowry.....	14,534,464 66	138	138	102	1.16	4 8 ¹ / ₂	64	.....	3
Northern Central.....	.....	.....	.....	.....	50.50	4 9	.....	.....	.....

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

Name of company.	Cost of road and equipment.....	Length of main line of road, in miles...	Length of main line of road laid.....	Length of main line of road laid in Pennsylvania.....	Length of double track of road, in miles.....	Length of sidings.....	Gauge of road.....	Weight of rail per yd. on main track.	Length, in miles, of branch roads owned.....	Number of worked or leased roads.....
North Pennsylvania.....	\$7,981,830 02	55.60	55.60	55.60	21.70	20.50	4 8 $\frac{1}{2}$	56.64	12.10	1
Oil Creek and Allegheny River.....	8,344,717 07	95	95	95	.....	31.75	6 & 4.9	.....	3	.....
Peach Bottom, (in course of construction,).....	1,521 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania.....	34,610,160 70	354.90	354.90	354.90	353.80	171.10	4 8 $\frac{1}{2}$, 4.9	56-67	69	10
Pennsylvania coal.....	2,000,000 00	47	47	47	47	10	4 3	36	15.87	.....
Pennsylvania and Delaware, (in process of construction,).....	231,997 70	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania and New York canal and.....	5,231,883 39	104.55	104.30	104.30	15.40	10.60	4 8 $\frac{1}{2}$	38, 60	8.90	1
Perkmen.....	989,404 26	36.50	18.40	18.40	.....	2.30	4 8 $\frac{1}{2}$	56	.....	.....
Philadelphia and Baltimore Central.....	1,981,592 47	43	46	36.75	.....	5.50	4 8 $\frac{1}{2}$	50, 57	.....	2
Philadelphia and Erie.....	20,799,470 00	287.60	287.60	287.60	.....	104.61	4 9	56	.....	1
Philadelphia and Reading.....	38,677,075 48	.....	260	260	151	158.80	4 8 $\frac{1}{2}$	64, 68	3.19	16
Philadelphia, Germantown and Norristown.....	1,514,800 01	17	17	17	17	5	4 8 $\frac{1}{2}$	50-67	3	.....
Philadelphia and Trenton.....	1,545,950 41	23.60	23.60	26.60	26.40	9.75	4 10	56-62	.....	2
Philadelphia, Wilmington and Baltimore.....	11,001,030 05	95.31	95.31	18.21	80.59	36.48	4 8 $\frac{1}{2}$	31-60	3.78	5
Pieking Valley.....	468,478 64	11.30	11.30	11.30	.....	.40	4 8 $\frac{1}{2}$	56	.....	.....
Pittsburg, Cincinnati and St. Louis.....	18,025,618 54	193	193	35.25	7.50	29.12	4 9	60, 64	8	2
Pittsburg and Connellsville.....	7,951,446 90	149.60	145	142	4	.....	4 8 $\frac{1}{2}$	60	1	2
Pittsburg, Fort Wayne and Chicago.....	25,475,572 55	468.30	468.30	49	45.90	106.10	4 9	60	.....	2
Pittsburg, Virginia and Charleston, (in course of construction,).....	145,588 79	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pit-Hole Valley.....	100,000 00	.....	7	7	.....	1	4 8 $\frac{1}{2}$	56, 62	.....	.....
Plymouth.....	274,495 19	9.25	9.25	9.25	.....	2.37	4 8 $\frac{1}{2}$	57	.....	.....
Reading and Columbia.....	2,260,739 23	40	40	40	.....	4.12	4 8 $\frac{1}{2}$	54, 56	8	.....
Schuylkill and Susquehanna.....	1,283,490 25	54	54	54	.....	9.15	4 8 $\frac{1}{2}$	45-68	.....	.....
Schuylkill Valley navigation and, (leased to Philadelphia and Reading railroad company,).....	576,840 94	11	11	11	5.23	3.03	4 8 $\frac{1}{2}$	60-64	12.80	.....
Shamokin Valley and Portsville, (leased to Northern Central railway company,).....	1,569,450 00	28	28	28	.....	4.50	4 9	56, 64	.....	.....

Shenango and Allegheny.....	797,925 00	32	22	22	.....	1.45	4	9 $\frac{1}{4}$	56	.....	.....
Somerset and Mineral Point, (in process of construction,).....	*130,000 00	9	8.50	8.50	.....	.....	4	8 $\frac{1}{2}$	45	.....	.....
South Mountain iron.....	386,808 66	17.78	17.78	17.78	.....	.....	4	9	51	.....	.....
Southern Pennsylvania iron and	1,256,400 00	60	24	24	.....	.25	4	9	50	.....	.....
Southwark, (leased to Philadelphia, Wilmington and Baltimore railroad company, ).....	.....	1.72	1.72	1.72	1.39	3.03	4	7	56-68	.....	.....
Summit Branch.....	988,902 37	20	20	20	.....	9.87	4	9	50, 56	.50	1
Sunbury and Lewistown.....	1,900,000 00	43.50	43.50	43.50	.....	1.50	4	9	52	.....	.....
Susquehanna, Gettysburg and Potomac	181,000 00	100	17	17	.....	.25	4	8 $\frac{1}{2}$	50-60	.....	.....
Tioga.....	1,247,198 95	30.60	30.60	30.60	.....	7.40	6	57, 64	.....	.....	1
Trescow.....	170,417 70	6	6	6	.....	1	4	8 $\frac{1}{2}$	50	.....	.....
Tyrone and Clearfield.....	897,153 58	37.50	37.50	37.50	.....	5	4	9	56	13.25	.....
Wellsboro' and Lawrenceville.....	626,412 00	37.10	22.50	22.50	.....	.75	6	59	.....	.....	.....
West Chester.....	206,483 79	9	9	9	.....	.60	4	8 $\frac{1}{2}$	50	.....	.....
West Chester and Philadelphia.....	1,490,437 16	26.30	26.30	26.30	.....	5	4	8 $\frac{1}{2}$	50-65	.....	1
Western Pennsylvania	3,730,263 36	57	57	57	.....	13	4	9	56	27.60	.....
Wilmington and Reading.....	2,680,462 51	63.60	63.60	63.60	.....	8.70	4	8 $\frac{3}{4}$	56	.....	.....
	520,111,669 37	6,137.24	6,062.64	3,908.67	1,695.59	1,623.78	.....	.....	.....	1,006.78	78

* Estimated.

† Includes sidings.

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

Name of company.	No. of engine houses and shops	No. of engines.....	No. of first class passenger cars.....	No. of baggage, mail and express cars.....	No. of freight cars.....	No. of coal, ore, stone and tank cars.....	No. of iron bridges...	No. of w'den bridges,	No. of stone bridges,	No. of depots or stations.....	No. of wood and water stations	No. of tunnels	Length in miles laid with steel rails.....	Value of real estate held by the company, exclusive of road way.....
Allentown, (operated by Philadelphia and Reading railroad company,).....	1	42	12	7	271	785	5	19	.....	42	17	.....	.....	.....
Allegheny Valley.....	5	.....	.....	.....	.....	.....	4	81	.....	.....	.....	.....	.....	.....
Atlantic and Great Western.....	11	166	60	56	.....	#3,430	.....	.....	.....	.....	.....	.....	.....	.....
Bald Eagle Valley, (leased to Pennsylvania railroad company,).....	.....	.....	.....	.....	.....	.....	.....	67	.....	17	5	.....	.....	\$11,000 00
Barclay coal company.....	2	6	.....	.....	17	277	.....	8	.....	6	6	.....	.....	.....
Bedford and Bridgeport, (leased to Huntingdon and Broad Top railroad company,).....	1	.....	.....	.....	.....	.....	.....	4	.....	2	1	.....	.....	.....
Belleville and Snow Shoe.....	3	5	2	.....	5	56	.....	11	.....	9	3	.....	.....	.....
Buffalo, Bradford and Pittsburg, (leased to Erie railroad company,).....	.....	.....	.....	.....	.....	.....	.....	10	.....	8	.....	.....	.....	.....
Buffalo, Corry and Pittsburg	2	7	6	3	38	.....	.....	3	.....	8	.....	.....	.....	.....
Catawissa.....	2	6	3	2	18	480	5	22	3	16	7	.....	1	21,500 00
Chartiers, (leased to Pittsburg, Cincinnati and St. Louis railroad company,).....	7	21	9	5	535	50	2	22	.....	19	14	3	10	.....
Chester Creek, (leased to Philadelphia and Baltimore Central railroad company,).....	1	.....	.....	.....	.....	.....	.....	3	.....	15	.....	.....	.....	3,400 00
Chester Valley, (leased to Philadelphia and Reading railroad company,).....	1	.....	.....	.....	.....	.....	.....	32	26	16	2	.....	.....	3,000 00
Chestnut Hill, (leased to Philadelphia and Reading railroad company,).....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	.....
Cleveland and Pittsburg	11	78	34	20	515	1,539	2	61	43	8	53	24	1	.....
Colebrookdale, (leased to Philadelphia and Reading railroad company,).....	.....	.....	.....	.....	.....	.....	.....	2	.....	9	1	.....	.....	13,933 07
Connecting, (leased to Philadelphia and Trenton railroad company,).....	1	.....	.....	.....	.....	.....	7	.....	2	.....	.....	.....	.....	215,000 00

Cornwall.....	1	3				1	118	2	8	2	12	2			500 00
Cumberland Valley.....	5	18	16			336		3	1	2	22	6		3.76	
Danville, Hazleton and Wilkesbarre.....	1	4	2			7	10		19		22	5		.50	350,000 00
Delaware and Hudson canal and railroad.....	6	44	3	1		55	3,700		10		11	8		25	
Delaware, Lackawanna and Western.....	4	128	14	5		880	10,299	3	10	5	23	26	3	36	
Dunkirk, Warren and Pittsburg.....	42	5	3	2		60			18		13	5			
East Brandywine and Waynesburg, (leased to Pennsylvania railroad company,).....	1								6		12	2			2,500 00
East Mahanoy, (leased to Philadelphia and Reading railroad company,).....									12	1	8	2	1		
East Pennsylvania, (leased to Philadelphia and Reading railroad company,).....									2	14	13	5			
Ebensburg and Cresson, (leased to Pennsylvania railroad company,).....									1		3	1			400 00
Elmira and Williamsport.....	1								27		23				
Erie.....	40	475	232	124		59,779									
Fayette County, (leased to Pittsburg and Connellsville railroad company,).....	2								22		6	1			2,000 00
Frankford and Holmesburg, (leased to Philadelphia and Trenton railroad company,).....	1								5		4	1			
Hanover Branch.....	4	6	2	2		14			11		5	2		.19	5,000 00
Huntingdon and Broad Top Mountain.....	5	15	6	2		6	110		40		24	8		1	
Ironton.....	1	2							5						
Jamestown and Franklin.....	5								10		15	9	1		35,000 00
Junction.....													1		
Lackawanna and Bloomsburg.....	7	24	6	4		205	1,310		8	3	28	10			
Lake Shore and Michigan Southern.....	47	546	128	69		6,831	397	33	64	37	119	71	1	90	4,000,000 00
Lawrence.....	1								5		10	2			
Lehigh and Lackawanna, (leased to Central railroad company of New Jersey,).....	1	1		1					2		3	1			
Lehigh and Susquehanna, (operated by Central railroad company of New Jersey,).....	12								37	21	45	17	2	50	
Lehigh Valley.....	28	171	38	20		864	7,027	12	61	18	53	39	1	62.79	
Little Saw Mill Run.....	3	3					50		5				1		100,000 00
Littlestown.....	1												1		500 00
Little Schuylkill navigation and (leased to Philadelphia and Reading railroad company,).....															
Mifflin and Centre County, (leased to Pennsylvania railroad company,).....	3								33		9	5	1		10,000 00
Mine Hill and Schuylkill Haven, (leased to Philadelphia and Reading railroad company,).....	2								16		3	2			3,000 00
Mount Pleasant and Broad Ford, (leased to Pittsburg and Connellsville railroad company,).....															76,498 20
									16		10				

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

Name of company.	No. of engine houses and shops.....	No. of engines	No. of first class passenger cars	No. of baggage, mail and express cars....	No. of freight cars....	No. of coal, ore, stone and tank cars	No. of iron bridges...	No. of w'den bridges,	No. of stone bridges,	No. of depots or stations	No. of wood and water stations.....	No. of tunnels.....	Length in miles laid with steel rails.....	Value of real estate held by the company, exclusive of road way.....
Muncy Creek, (in process of construction,)	1	1						3			2			
Nesquehoning Valley, (leased to Central railroad company of New Jersey,)								12		12	4	1		
New Castle and Beaver Valley, (leased to Pittsburg, Fort Wayne and Chicago railroad company,)								6	2	7	3			
Newry, (leased to Pennsylvania railroad company,)	1									1	1		8	\$400 00
Northern Central.....	3	131	63	38	1,985	3,377	35	121	28	56	21	1		1,362,977 37
North Pennsylvania.....	7	37	35	18	460	224	6	5	2	34	12	2	8.75	45,000 00
Oil Creek and Allegheny River.....	12	32	19	5	314			8		27	20			
Pennsylvania.....	22	514	183	102	6,685	1,440	152	37	17	203	97	8	377	
Pennsylvania coal.....	27		8		60	2,375		5				1		
Pennsylvania and New York canal and.....	9	11	2		263	1,088	1	48		25	16			
Perkionen, (leased to Philadelphia and Reading railroad company,)	1							8		14	1			16,897 41
Philadelphia and Baltimore Central.....	3	8	7	3	88			30		31	5			
Philadelphia and Erie.....	11	126	28	18	2,454	63	5	152		90	43		24	5,067,840 56
Philadelphia and Reading.....	34	343	182	47	9,794	9,794	26	22	54	60	33	3	10	500,793 49
Philadelphia, Germantown and Norristown.....	4						1	16		17	4		3.50	320,626 09
Philadelphia and Trenton.....	4							6		20	7		15	
Philadelphia, Wilmington and Baltimore	7	61	96	45	1,070		2	39	61	65	10		74.93	
Pickering Valley, (leased to Philadelphia and Reading railroad company,)								2						
Pittsburg, Cincinnati and St. Louis.....	1						3	2		7				
Pittsburg and Connellsville.....	9	102	34	18	1,423	150	4	58	15	140	24	9	3	
Pittsburg, Fort Wayne and Chicago.....	9	30	24	9	153	27	28	52		70	22	4		83,196 32
Pit-Hole Valley.....	26	224	95	54	3,912		31	74	28	101	51		6	
Plymouth, (leased to Philadelphia and Reading railroad company,)	2	3	1	1	22			11		5	2			3,000 00
Plymouth, (leased to Philadelphia and Reading railroad company,)	1						2	11		4	1			

Reading and Columbia.....	2	8	7	1	37	.....	.....	.....	8	27	25	5	.....	.....	61,576 22
Schuylkill and Susquehanna.....	4	.....	.....	.....	.....	.....	2	.....	5	2	18	10	.....	.....	.....
Shanokin Valley and Pottsville.....	2	.....	.....	.....	.....	.....	.....	.....	29	1	9	1	.....	.....	.....
Shenango and Allegheny.....	3	2	2	2	3	55	.....	.....	5	.....	6	2	.....	.....	20,000 00
Somerset and Mineral Point, (operated by Pittsburg and Connellsville railroad company.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
South Mountain iron.....	1	2	2	.....	10	.....	.....	.....	1	.....	6	3	.....	.....	.....
Southern Pennsylvania iron and (operated by Cumberland Valley railroad company,).....	1	.....	.....	.....	.....	.....	.....	.....	3	15	3	.....	.....	.....	1,000,000 00
Summit Branch.....	5	7	.....	3	5	.....	1	.....	3	.....	4	4	.....	.....	.....
Sunbury and Lewistown, (operated by Pennsylvania railroad company,).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Susquehanna, Gettysburg and Potomac.....	1	.....	.....	.....	.....	.....	.....	.....	162	.....	15	4	.....	.....	.....
Tioga.....	1	2	1	1	2	.....	.....	.....	5	.....	7	1	.....	.....	.....
Tresekow, (operated by the Central railroad company of New Jersey,).....	5	12	5	1	47	762	.....	.....	14	.....	12	6	.....	.....	29,020 16
Tyrone and Clearfield, (leased to Pennsylvania railroad company,).....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2	.....	.....	.....
Wellsboro' and Lawrenceville, (leased to Fall Brook coal company,).....	2	.....	.....	.....	.....	.....	.....	.....	8	.....	18	7	.....	.....	.....
West Chester, (leased to West Chester and Philadelphia railroad company,).....	1	.....	.....	.....	.....	.....	4	.....	1	.....	11	2	.....	.....	2,800 00
West Chester and Philadelphia.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Pennsylvania, (leased to Pennsylvania railroad company,).....	3	10	15	4	61	.....	5	.....	16	.....	22	4	.....	.....	293,106 00
Wilmington and Reading.....	6	.....	.....	.....	.....	.....	.....	.....	33	.....	53	14	2	.....	101,610 87
.....	3	11	6	5	95	.....	.....	.....	16	.....	32	8	.....	.....	32,892 00
.....	472	3,259	1,396	706	41,855	48,993	417	1,831	430	1,873	768	48	813.17	13,804,967 76	

* Freight cars included.

§ Includes coal cars.

† In process of construction.

|| Stationery engine houses.

‡ Thirty stationary engines.

TABLE C.—DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Name of company.	No. of miles run by passenger trains...	No. of miles run by freight trains	No. of miles run by coal trains.....	No. of through passengers for the year on main road	No. of passengers (all classes) carried in cars.....	No. of tons of 2,000 pounds of through freight for the year on main road	Gross amount of tonnage for the year, 2,000 pounds per ton.....
Allegheny Valley.....	1,212,180	8,408,683	556,228	14,844	578,084	75,765	1,008,798
Atlantic and Great Western, (for eleven months,)	846,757	+3,529,339	.....	122,784	729,393	419,756	2,081,652
Barelay coal company.....	.....	+87,747	.....	.....	18,762	.....	321,273
Belleville and Snow Shoe .....	.....	39,311	22,338	6,903	17,798	.....	94,677
Buffalo, Corry and Pittsburg.....	46,733	93,478	.....	.....	89,344	.....	93,659
Catsaqua and Foglesville.....	23,788	23,788	40,812	.....	22,430	.....	321,661
Catawissa.....	63,278	335,397	31,706	.....	.....	.....	487,452
Cleveland and Pittsburg.....	347,761	+979,709	\$640,861	50,183	609,738	469,560	1,606,903
Cornwall .....	.....	12,000	.....	.....	.....	.....	292,681
Cumberland Valley.....	135,022	105,458	116,972	.....	302,864	.....	297,367
Danville, Hazleton and Wilkesbarre.....	27,456	19,360	.....	.....	8,483	.....	28,316
Delaware and Hudson canal and railroad.....	26,554	.....	26,504	.....	95,781	.....	1,532,549
Delaware, Lackawanna and Western.....	235,336	584,811	1,024,859	5,717	234,108	30,456	2,363,568
Dunkirk, Warren and Pittsburg, (for forty days,).....	3,980	1,320	.....	.....	5,228	1,532	.....
Elmira and Williamsport.....	153,040	+351,114	.....	33,596	108,714	249,795	360,870
Eric.....	3,068,701	+7,511,065	.....	229,740	3,509,462	1,473,528	4,844,208
Frankford and Holmesburg .....	.....	\$10,329	.....	55,738	89,396	.....	.....
Hanover Branch	15,650	26,332	.....	21,715	31,903	80,655	84,714
Huntingdon and Broad Top Mountain	54,559	+143,413	.....	5,749	52,246	9,712	442,282
Ironton .....	.....	*11,580	.....	.....	.....	.....	+†82,617
Jamesstown and Franklin, (operated by Lake Shore and Michigan Southern railway company,).....	.....	.....	.....	6,226	102,577	.....	311,148
Junction.....	3,964	+17,528	.....	.....	*206,270	.....	.....
Lackawanna and Bloomsburg.....	162,505	114,123	92,415	3,062	297,828	12,806	1,604,843
Lake Shoro and Michigan Southern	2,367,514	5,659,898	\$2,151,191	63,163	1,965,092	328,693	3,725,423
Lawrence, (included in report of Pennsylvania company, operating Pittsburg, Ft. Wayne and Chicago railway.).....	.....	.....	.....	.....	.....	.....	.....
Lehigh Valley .....	.....	+3,033,642	.....	.....	867,271	.....	4,809,509
Little Saw Mill Run, (approximated,).....	.....	.....	14,000	.....	.....	158,565	.....

[illegible]

* Approximated.

§ Mixed trains.

****Construction.**

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Name of company.	Anthracite coal.....	Bituminous coal.....	Petroleum and other oils.....	Pig iron.....	Railroad iron.....	Other iron or castings..	Iron and other ores.....
Allegheny Valley.....	*725, 222	396, 589	330, 386	43, 625	15, 495	.....	58, 204
Atlantic and Great Western, (for eleven months,) .....	.....	.....	176, 858	.....	.....	.....	218, 074
Barelay coal company.....	30	312, 235	.....	.....	.....	.....	.....
Bellefonte and Snow Shoe.....	*30, 291	79, 984	.....	.....	.....	.....	.....
Buffalo, Corry and Pittsburg.....	46, 095	5, 877	57, 015	.....	.....	.....	.....
Catasauqua and Fogelsville.....	*42, 971	.....	.....	.....	.....	.....	.....
Catawissa.....	.....	758, 912	23, 476	10, 000	6, 203	.....	138, 901
Cleveland and Pittsburg.....	.....	.....	.....	9, 798	15, 081	.....	11, 917
Cornwall.....	*59, 685	.....	.....	100, 679	57, 794	64, 973	230, 637
Cumberland Valley.....	*90, 419	.....	387	37, 344	.....	.....	178, 166
Danville, Hazleton and Wilkesbarre.....	27, 471	136	8	5, 422	1, 547	7, 635	51, 074
Delaware and Hudson canal and railroad.....	1, 516, 549	.....	.....	.....	.....	6	.....
Delaware, Lackawanna and Western.....	1, 966, 212	15, 726	619	4, 326	39, 814	6, 267	54, 683
Elmira and Williamsport.....	*232, 311	.....	132	6, 158	3, 627	6, 786	699
Erie.....	1, 294, 024	1, 282, 538	110, 214	.....	.....	.....	.....
Huntingdon and Broad Top Mountain.....	503	319, 625	214	17, 350	12, 450	.....	67, 107
Ironton.....	8, 810	.....	.....	.....	.....	.....	59, 866
Janestown and Franklin.....	.....	87, 020	199, 739	136	73	527	.....
Lackawanna and Bloomsburg.....	1, 405, 785	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern.....	28, 277	173, 444	379, 865	38, 234	28, 033	92, 446	6, 178
Lehigh Valley.....	3, 235, 763	51, 884	.....	210, 099	40, 396	.....	351, 410
Little Saw Mill Run, (approximated,).....	.....	158, 565	.....	.....	.....	.....	.....
Littlestown.....	1, 712	.....	.....	17	.....	99	7, 172
Northern Central.....	*881, 908	.....	78, 556	40, 861	18, 366	24, 400	96, 397
North Pennsylvania.....	261, 530	3, 649	2, 178	54, 257	3, 330	11, 265	90, 047
Oil Creek and Allegheny River.....	*186, 544	.....	469, 473	.....	.....	14, 966	.....
Pennsylvania.....	712, 494	2, 448, 947	309, 840	248, 394	152, 227	169, 686	172, 989
Pennsylvania coal.....	930, 724	.....	.....	.....	.....	.....	.....

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS—Continued.

Name of company.	Lime, limestone sandstone and slate.....	Agricultural pro- ducts.....	Merchandise and manufactures..	Live stock	Lumber.....	Other articles
Allegheny Valley.....	40, 295	17, 146	72, 110	714	30, 496	3, 648
Atlantic and Great Western, (for eleven months,).....	.....	255, 698	464, 141	51, 509	77, 563	92, 587
Barelay coal company.....	.....	670	1, 024	300	5, 710	1, 334
Belleville and Snow Shoe.....	110	1, 295	1, 398	.....	8, 398	3, 432
Buffalo, Corry and Pittsburg.....	.....	3, 077	904	1, 493	755	3, 121
Catsauqua and Fogelsville.....	91, 564	1, 590	6, 290	.....	12, 220	2, 919
Catawissa.....	1, 717	16, 087	24, 418	1, 856	138, 816	224, 787
Cleveland and Pittsburg.....	31, 923	45, 737	181, 555	23, 632	64, 260	24, 225
Cornwall.....	13, 073	.....	.....	.....	.....	4, 414
Cumberland Valley.....	4, 411	40, 944	53, 446	13, 848	20, 360	5, 874
Danville, Hazleton and Wilkesbarre.....	201	.....	11	.....	375	58
Delaware and Hudson canal and railroad.....	.....	.....	17, 000	.....	.....	.....
Delaware, Lackawanna and Western.....	30, 742	52, 241	56, 580	6, 072	98, 870	33, 416
Dunkirk, Warren and Pittsburg, (for forty days,).....	.....	188	29, 278	.....	.....	.....
Elmira and Williamsport.....	1, 271	45, 435	29, 659	1, 407	25, 571	7, 814
Erie.....	.....	864, 631	490, 525	319, 785	261, 272	212, 219
Huntingdon and Broad Top Mountain.....	22, 536	2, 288	2, 039	745	6, 432	989
Ironton.....	12, 826	.....	.....	.....	.....	1, 113
Jamestown and Franklin.....	6, 612	4, 249	3, 460	112	3, 954	4, 803
Lackawanna and Bloomsburg.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern.....	112, 860	969, 150	487, 853	319, 330	358, 842	223, 121
Lehigh Valley.....	58, 133	.....	.....	160, 055	114, 574	587, 195
Littlestown.....	.....	3, 638	782	9	2, 276	202
Northern Central.....	63, 590	231, 274	241, 116	16, 423	208, 207	62, 863
North Pennsylvania.....	30, 341	55, 693	74, 267	2, 188	38, 990	38, 761
Oil Creek and Allegheny River.....	1, 533	13, 717	49, 202	.....	36, 360	41, 387
Pennsylvania.....	191, 563	851, 579	461, 096	325, 388	388, 546	143, 094
Pennsylvania coal.....	.....	.....	1, 643	.....	9, 496	.....
Pennsylvania and New York canal.....	7, 695	.....	.....	.....	32, 064	115, 402
Philadelphia and Baltimore Central.....	6, 373	22, 299	22, 532	1, 340	12, 320	15, 346
Philadelphia and Erie.....	19, 116	292, 487	112, 903	5, 504	389, 926	76, 592

Philadelphia and Reading.....	328,533	220,832	265,358	187,744	176,206	201,363
Philadelphia, Germantown and Norristown, (for two months,) ..	7,507	85,210	15,430	.....	1,980	6,787
Philadelphia, Wilmington and Baltimore	16,244	*306,060	52,689	17,413	33,958	21,070
Pittsburg, Cincinnati and St. Louis	*2,489	.....	*335,507	*120,424	*31,185	*39,333
Pittsburg and Connellsville	41,672	11,545	†12,945	5,963	22,758	2,429
Pittsburg, Fort Wayne and Chicago	320,319	248,180	667,893	205,531	151,028	102,013
Reading and Columbia.....	8,334	15,658	10,917	1,807	12,135	.....
Schuylkill and Susquehanna, (for fourteen months,) .....	.....	.....	.....	.....	.....	122,150
Shanokin Valley and Pottsville.....	4,262	5,588	3,435	115	9,591	1,010
Shenango and Allegheny.....	.....	400	2,500	.....	2,210	.....
South Mountain Iron .....	.....	.....	.....	.....	1,622	13,815
Summit Branch.....	.....	.....	.....	.....	.....	9,391
Susquehanna, Gettysburg and Potomac	4,144	7,086	.....	.....	1,644	3,369
Tioga	430	2,493	8,970	39	12,574	.....
West Chester and Philadelphia	9,890	3,627	21,116	.....	6,486	3,720
Wilmington and Reading.....	9,545	.....	17,850	.....	12,044	.....
	1,501,274	4,697,712	4,299,842	1,792,748	2,822,191	3,180,061

* Approximated.

† Includes other iron or castings.

† Includes agricultural products.

TABLE E.—EXPENSES.

Name of company.	Maintaining the road or real estate of the corporation.	Repairs of machinery.	Operating the road.	Total.
Allegheny Valley.....	\$199,591 35	\$205,196 39	\$542,074 39	\$946,862 13
Atlantic and Great Western, (for eleven months,)	1,194,900 84	809,286 96	1,503,673 37	3,510,861 17
Barclay coal company.....	31,990 73	34,972 80	40,294 87	107,258 40
Belleville and Snow Shoe.....	46,213 73	9,723 97	28,383 51	84,324 21
Buffalo, Cory and Pittsburg	72,620 49	40,732 06	89,269 27	202,621 82
Catsauqua and Fogelsville	19,236 86	11,893 40	24,366 65	65,498 91
Catawissa	116,201 02	88,005 16	233,366 90	440,573 08
Cleveland and Pittsburg.....	436,026 27	303,659 04	748,373 99	1,490,059 30
Cornwall.....	.....	18,660 01	11,921 49	30,581 50
Cumberland Valley.....	85,321 55	32,827 15	118,667 25	236,815 95
Danville, Hazleton and Wilkesbarre.....	.....	806 00	11,216 65	12,016 65
Delaware and Hudson canal and railroad.....	252,425 30	230,825 87	262,230 40	745,481 57
Delaware, Lackawanna and Western	587,352 49	455,283 10	628,213 21	1,670,848 80
Dunkirk, Warren and Pittsburg, (for forty days,)	3,109 29	39 80	2,165 00	5,314 09
Elmira and Williamsport.....	158,284 01	59,886 83	263,437 63	481,608 47
Erie.....	3,432,948 46	2,354,644 97	6,892,292 79	12,679,886 22
Frankford and Holmesburg	7,089 01	.....	3,331 71	10,620 72
Hanover Branch	7,615 73	12,907 55	23,285 41	43,808 69
Huntingdon and Broad Top Mountain.....	62,924 98	72,785 85	38,303 92	174,214 75
Ironton	6,663 86	630 80	8,096 39	15,391 05
Junction .....	.....	.....	.....	65,417 67
Lackawanna and Bloomsburg	244,146 85	72,023 39	164,366 09	480,536 24
Lake Shore and Michigan Southern.....	2,744,045 03	1,497,389 18	5,193,997 61	9,435,431 82
Lehigh Valley.....	1,292,976 00	714,910 45	1,454,143 33	3,462,029 78
Little Saw Mill Run, (approximated,)	7,791 85	7,351 87	14,392 57	29,536 29
Littletown.....	7,439 60	.....	1,262 82	8,702 42
Northern Central.....	397,124 17	562,251 25	1,005,775 49	1,965,150 91
North Pennsylvania.....	145,056 72	126,646 28	383,515 80	655,218 80
Oil Creek and Allegheny River	276,147 28	171,912 24	435,256 22	883,315 74
Pennsylvania	3,779,544 88	2,432,858 05	5,611,050 41	11,823,453 34
Pennsylvania and New York canal and	175,569 06	65,156 33	696,996 26	937,721 65
Philadelphia and Baltimore Central .....	.....	.....	.....	197,954 61
Philadelphia and Erie	1,039,870 33	621,730 68	1,880,662 72	3,542,263 73
Philadelphia and Reading.....	1,261,951 53	1,349,642 72	2,758,401 62	5,369,995 87

Philadelphia, Germantown and Norristown, (for two months,)	12,415 64	16,118 23	53,942 89	82,476 76
Philadelphia and Trenton	156,977 96	.....	753,731 00	910,708 96
Philadelphia, Wilmington and Baltimore	478,604 53	351,374 67	862,619 22	1,692,598 42
Pittsburg, Cincinnati and St. Louis	628,944 86	419,851 77	1,316,638 20	2,365,434 83
Pittsburg and Connellsville	315,165 61	213,070 48	219,396 63	747,632 72
Pittsburg, Fort Wayne and Chicago	1,137,553 75	840,064 30	2,378,915 99	4,356,534 04
Pit-Hole Valley	3,226 83	1,634 51	12,427 75	17,299 09
Reading and Columbia	49,030 47	18,599 73	84,664 57	132,294 77
Schuylkill and Susquehanna, (for fourteen months,)	87,575 15	.....	108,362 72	195,937 87
Shamokin Valley and Pottsville	70,311 67	37,129 47	94,554 83	201,995 97
Shenango and Allegheny	3,593 81	3,666 54	12,918 00	20,178 35
South Mountain Iron .....	.....	.....	.....	12,990 07
Summit Branch	32,134 58	6,602 62	42,316 72	81,053 92
Susquehanna, Gettysburg and Potomac	9,648 80	.....	18,127 48	27,776 28
Tioga	73,219 64	46,134 20	80,796 16	200,150 00
West Chester and Philadelphia	52,926 46	18,508 77	99,103 32	170,543 55
Wilmington and Reading	33,553 87	27,035 65	104,830 95	165,420 47
	21,237,062 90	14,366,428 09	37,332,519 08	73,212,372 42

TABLE F.—RECEIPTS.

Name of company.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscellaneous.	Total.
Allegheny Valley.....	\$427,501 78	\$1,275,979 38	\$18,585 00	\$4,560 09	\$4,586 24	\$1,731,012 49
Atlantic and Great Western, (for 11 months,)	869,893 60	3,180,282 89	124,572 26	.....	39,188 06	4,213,936 81
Barclay coal company,	6,982 95	33,388 46	.....	.....	.....	40,371 41
Belleville and Snow Shoe.....	7,585 60	59,280 08	.....	.....	35,456 27	102,301 95
Buffalo, Corry and Pittsburg.....	82,754 52	159,635 68	.....	.....	474 78	249,442 21
Catsauqua and Fogelsville.....	5,087 34	105,197 88	.....	.....	17,746 83	128,032 05
Catawissa.....	73,570 58	559,792 13	4,944 75	.....	16,021 11	654,328 37
Cleveland and Pittsburg	601,023 70	2,375,403 43	88,496 00	.....	15,724 16	3,080,647 29
Cornwall .....	.....	79,315 22	.....	.....	.....	79,315 22
Cumberland Valley.....	190,110 83	*352,017 21	6,300 00	.....	9,211 39	557,639 43
Danville, Hazleton and Wilkesbarre.....	6,982 28	21,134 17	393 65	.....	.....	28,510 10
Delaware and Hudson canal and railroad.....	41,006 13	30,289 88	1,419 49	.....	.....	72,715 50
Delaware, Lackawanna and Western.....	216,378 50	3,095,572 58	21,038 92	.....	18,494 36	3,351,484 36
Dunkirk, Warren and Pittsburg, (for 40 days,)	3,255 39	3,146 67	.....	.....	.....	6,402 06
Elmira and Williamsport.....	130,941 22	383,886 74	23,995 52	.....	.....	541,297 63
Erie	3,247,667 27	12,739,431 09	654,685 54	.....	.....	17,168,005 16
Frankford and Holmesburg.....	10,498 22	.....	.....	.....	.....	10,498 22
Hanover Branch	18,576 01	39,414 96	989 28	.....	526,221 26	10,620 72
Huntingdon and Broad Top Mountain.....	31,732 79	251,029 73	3,673 00	14,768 27	2,637 32	76,385 84
Ironton.....	.....	34,291 66	.....	.....	92,233 27	378,688 79
Jamestown and Franklin.....	56,849 75	189,865 07	4,328 97	.....	.....	34,291 66
Junction.....	14,555 40	104,885 89	6,500 80	.....	142 00	251,185 79
Lackawanna and Bloomsburg.....	162,234 88	699,659 66	12,284 69	.....	1,900 97	127,843 06
Lake Shore and Michigan Southern.....	3,949,873 83	10,151,352 93	455,444 33	.....	201 05	874,410 28
Lawrence.....	.....	.....	.....	.....	241,303 98	14,797,975 07
Lehigh and Susquehanna.....	127,669 21	2,270,575 99	.....	.....	.....	56,617 95
Lehigh Valley.....	465,056 69	4,825,667 96	.....	.....	.....	2,398,245 20
Little Saw Mill Run, (approximated,)	.....	47,254 97	.....	.....	.....	5,290,724 65
Littlestown.....	2,099 10	6,845 76	277 50	.....	8,192 50	55,447 47
Northern Central.....	588,404 98	2,065,085 58	96,177 03	.....	1,313 51	10,535 87
North Pennsylvania.....	426,228 40	688,512 40	16,591 50	.....	226,378 85	2,976,046 44
Oil Creek and Allegheny River	317,095 15	1,326,934 66	20,207 23	38,690 66	8,177 27	1,178,200 23
Pennsylvania	3,875,656 48	14,052,304 51	510,243 02	.....	10,771 52	1,675,008 56
Pennsylvania and New York canal and.....	162,786 56	1,097,986 97	9,848 36	.....	281,632 84	18,719,836 85
Philadelphia and Baltimore Central.....	124,448 70	138,752 51	6,518 74	.....	604 00	1,271,225 89
Philadelphia and Erie.....	607,878 94	2,800,338 31	63,004 26	.....	1,485 59	271,205 54
					71,022 22	3,542,263 73

Philadelphia and Reading.....	1,641,394 86	10,593,935 75	†30,678 59	.....	290,834 29	12,562,843 49
Philadelphia, Germantown and Norristown.....	71,099 11	79,058 24	282 43	.....	258,358 69	†408,798 47
Philadelphia and Trenton.....	1,084,403 39	175,572 79	13,539 48	.....	34,922 34	1,308,498 00
Philadelphia, Wilmington and Baltimore.....	1,532,820 03	934,924 10	119,737 64	.....	61,393 29	2,678,865 06
Pittsburg, Cincinnati and St. Louis.....	773,177 56	2,319,207 74	117,617 84	.....	24,145 80	3,234,148 94
Pittsburg and Connellsville.....	263,704 04	676,936 44	11,813 32	.....	12,535 33	964,989 13
Pittsburg, Fort Wayne and Chicago.....	2,453,164 83	5,578,588 20	242,724 00	.....	213,345 02	8,437,822 05
Pitt-Hole Valley.....	2,479 50	10,939 19	343 94	18 64	375 86	14,157 13
Reading and Columbia.....	65,788 61	178,305 09	1,424 70	.....	1,828 24	237,346 64
Schuylkill and Susquehanna. (for 14 months.)	38,999 24	226,504 30	2,065 00	.....	1,965 44	269,533 98
Shamokin Valley and Pottsville.....	22,078 36	300,975 22	1,640 00	.....	9,373 36	334,066 94
Shenango and Allegheny.....	10,886 26	38,608 44	1,488 19	224 86	.....	51,207 75
South Mountain iron.....	6,885 53	29,136 36	441 72	.....	.....	36,463 61
Summit Branch.....	6,986 79	297,615 09	.....	.....	19,080 81	323,682 69
Susquehanna, Gettysburg and Potomac.....	14,763 04	19,142 75	1,209 28	.....	651 39	36,766 46
Tioga.....	25,922 93	335,645 39	3,525 00	89,626 05	1,230 00	455,949 37
West Chester and Philadelphia.....	291,390 14	106,788 95	2,311 50	.....	15,637 11	326,127 70
Wilmington and Reading.....	48,321 26	117,054 19	1,580 34	.....	836 18	167,791 97
	25,106,452 06	87,293,501 24	2,715,570 04	147,888 57	2,580,251 15	117,900,281 01

* Freight and express.

† Mail only.

† Includes rent of road, &c.

TABLE G.—ACCIDENTS.

Name of company.	PASSENGER'S.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....
Allegheny Valley.....		7	1	2	10	2	11	11
Atlantic and Great Western.....	1	13	18	85	8	5	27	103
Catawissa.....			1	1		1	1	2
Cleveland and Pittsburg.....			1	3	2		3	3
Cumberland Valley.....				1	2		2	1
Danville; Hazleton and Wilkesbarre.....				1				1
Delaware & Hudson canal and railroad.....			3	2	7	2	10	4
Delaware, Lackawanna and Western.....			4	2	12		6	2
Elmira and Williamsport.....			1			2	1	2
Erie.....	5	51	31	59	46	21	82	131
Huntingdon and Broad Top Mountain.....			1				1	
Jamestown and Franklin.....				1	2		2	1
Junction.....		1	1	2			1	3
Lackawanna and Bloomsburg.....			7	1			7	1
Lake Shore and Michigan Southern.....			2	6		1	2	7
Lehigh Valley.....			19	19	14	9	33	28
Little Saw Mill Run.....					1	1	1	1
Northern Central.....		1	5	10	4	4	9	15
North Pennsylvania.....			1		3	2	4	2
Oil Creek and Allegheny River.....	1		6	7	2		9	7
Pennsylvania.....		9	38	94	75	64	113	167
Pennsylvania and New York canal and.....			1	1	3	1	4	2
Philadelphia and Baltimore Central.....			1	7	3	2	4	9
Philadelphia and Erie.....	4	24	11	48	6	9	21	81
Philadelphia and Reading.....			14	10	24	16	38	26
Philadelphia, Germantown and Norris- town, (for two months,).....		3			3		3	3
Philadelphia and Trenton.....	1	1	1		5	12	7	13
Philadelphia, Wilmington and Balti- more.....			2	3	12	12	14	15
Pittsburg, Cincinnati and St. Louis.....		2	1	20	9	5	10	27
Pittsburg and Connellsville.....		2	10	17	5	3	15	22
Pittsburg, Fort Wayne and Chicago.....	2	6	14	29	12	16	28	51
Reading and Columbia.....			1	4	2		3	4
Shamokin Valley and Pottsville.....				2	1	2	1	4
Summit Branch.....						1		1
Susquehanna, Gettysburg and Potomac, Tioga.....					1	1	1	1
Wilmington and Reading.....			1	4			1	4
	14	120	197	441	264	195	475	756

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS

Name of company.	1867.	1868.	1869.	1870.	1871.
Allentown					\$567,544 47
Allegheny Valley				\$2,256,300 00	2,256,350 00
Atlantic and Great Western				29,598,695 38	29,598,695 38
Bald Eagle Valley	\$350,000 00	\$550,000 00	550,000 00	550,000 00	550,000 00
Barclay coal company	984,800 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Bedford and Bridgeport				75,455 00	241,924 70
Belleville and Snow Shoe	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Buffalo, Bradford and Pittsburgh	1,100,000 00	2,286,000 00	2,286,000 00	2,286,000 00	2,286,000 00
Buffalo, Corry and Pittsburgh	68,897 50	428,717 50	428,717 50	428,717 50	428,717 50
Canasqua	880,225 00	402,875 00	426,900 00	426,900 00	426,900 00
Catawissa	3,359,500 00	3,359,500 00	3,359,500 00	3,359,500 00	3,359,500 00
Chartiers				524,270 07	635,355 01
Chester Creek			159,500 00	167,200 00	180,400 00
Chester Valley	871,900 00	871,900 00	871,900 00	871,900 00	871,900 00
Chestnut Hill	120,650 00	120,650 00	120,650 00	120,650 00	120,650 00
Cleveland and Pittsburgh	5,411,925 00	5,958,625 00	6,300,475 00	7,482,225 00	7,867,950 00
Colebrookdale		11,105 00	45,185 00	46,900 00	47,165 00
Columbia and Port Deposit		203,172 11	203,172 11	203,172 11	203,172 11
Connecting	100,000 00	100,000 00	1,278,300 00	1,278,300 00	1,278,300 00
Cornwall	300,000 00	200,000 00	300,000 00	300,000 00	300,000 00
Cumberland Valley	1,316,900 00	1,316,900 00	1,316,900 00	1,325,625 00	1,326,650 00
Dauville, Hazleton and Wilkesbarre			413,150 00		584,255 00
Delaware, Lackawanna and Western	13,386,020 00	14,100,600 00	14,100,600 00	18,808,850 00	18,858,850 00
Dunkirk, Warren and Pittsburgh					1,075,000 00
East Brandywine and Waynesburg	89,800 00	89,800 00	89,800 00	89,800 00	89,800 00
East Mahanoy	392,500 00	392,550 00	392,550 00	392,550 00	392,550 00
East Pennsylvania	654,600 00	654,600 00	1,309,200 00	1,309,200 00	1,309,200 00
Ebensburg and Cresson			42,000 00	42,000 00	42,000 00
Elmira and Williamsport	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Erle	46,302,210 00	78,536,910 00	83,536,910 00	83,536,910 00	86,536,910 00
Erle and Pittsburgh	664,300 00	967,900 00	999,600 00	1,099,250 00	1,099,450 00
Fayette County	107,400 00	130,000 00	126,000 00	126,000 00	125,295 71
Frankford and Holmesburg				80,000 00	100,000 00
Hanover Branch	116,850 00	116,850 00	116,850 00	116,850 00	116,850 00
Harrisburg, Portsmouth, Mount Joy and Lancaster	1,182,550 00	1,182,550 00	1,182,550 00	1,182,550 00	1,182,550 00
Huntingdon and Broad Top Mountain	685,130 03	689,380 03	706,580 03	834,350 00	870,950 00
Ironton	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—Continued.

Name of company.	1867.	1868.	1869.	1870.	1871.
Jamestown and Franklin	\$611,305 00	\$302,827 50	\$603,077 50	\$604,777 50	\$604,777 50
Jefferson	155,250 00	180,250 00	180,250 00	2,095,700 00	2,095,700 00
Junction	1,335,000 00	1,335,000 00	1,335,000 00	180,250 00	185,250 00
Lackawanna and Bloomsburg	1,335,000 00	1,335,000 00	1,335,000 00	1,335,000 00	1,335,000 00
Lake Shore and Michigan Southern .....	.....	.....	33,000,000 00	34,938,000 00	34,938,000 00
Lawrence .....	.....	150,400 00	260,450 00	260,250 00	285,050 00
Lehigh and Lackawanna	375,100 00	375,100 00	375,100 00	375,100 00	375,100 00
Lehigh Valley	10,731,400 00	16,058,150 00	16,060,650 00	18,159,400 00	18,159,400 00
Little Saw Mill Run	83,562 00	83,745 95	83,000 00	100,000 00	100,000 00
Littlestown	46,225 00	46,225 00	46,225 00	46,225 00	34,850 00
Little Schuylkill navigation and	2,646,100 00	2,646,100 00	2,646,100 00	2,646,100 00	2,646,100 00
Lykens Valley	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Mifflin and Centre County	59,479 27	62,212 50	63,519 00	65,426 00	65,526 00
Mill Creek and Mine Hill navigation and	323,375 00	323,375 00	323,375 00	323,375 00	323,375 00
Mine Hill and Schuylkill Haven	3,775,600 00	3,775,600 00	3,856,450 00	3,856,450 00	3,905,600 00
Mount Carbon	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Mount Carbon and Port Carbon	282,350 00	282,350 00	282,350 00	282,350 00	282,350 00
Mount Pleasant and Broad Ford .....	.....	.....	.....	.....	111,150 00
Muncy Creek .....	.....	.....	.....	.....	52,000 00
Nesquehoning Valley	63,940 00	63,990 00	369,495 00	1,000,000 00	1,250,000 00
New Castle and Beaver Valley	233,300 00	266,666 67	605,000 00	605,000 00	605,000 00
Newry .....	.....	.....	.....	11,025 00	11,150 00
Northern Central	4,648,900 00	4,798,900 00	5,000,000 00	5,000,000 00	5,601,700 00
North Pennsylvania	3,150,000 00	3,150,000 00	3,150,000 00	3,150,000 00	3,302,600 00
Oil Creek and Allegheny River .....	.....	4,259,450 00	4,259,450 00	4,259,450 00	4,259,450 00
Peach Bottom .....	.....	.....	.....	.....	16,000 00
Pennsylvania	21,045,750 00	27,040,762 50	33,493,112 50	33,850,000 00	41,339,475 00
Pennsylvania coal	3,200,000 00	3,200,000 00	3,200,000 00	4,000,000 00	4,000,000 00
Pennsylvania and Delaware .....	.....	.....	.....	101,939 38	132,412 00
Pennsylvania and New York canal and .....	.....	.....	1,061,700 00	2,811,700 00	3,031,700 00
Perkionien	25,150 00	37,505 00	37,650 00	37,590 00	37,890 00
Philadelphia and Baltimore Central	218,000 00	218,000 00	218,000 00	220,603 11	220,603 11
Philadelphia and Erie	5,996,700 00	6,004,200 00	6,004,300 00	8,404,300 00	8,450,000 00
Philadelphia and Reading	23,856,101 35	26,301,351 74	29,023,100 28	30,401,600 28	31,566,575 28
Philadelphia, Germantown and Norristown	1,535,550 00	1,587,700 00	1,596,750 00	1,626,250 00	2,231,900 00
Philadelphia and Trenton	1,099,120 00	1,259,120 00	1,259,100 00	1,259,100 00	1,259,100 00
Philadelphia, Wilmington and Baltimore	9,058,300 00	9,084,300 00	9,520,850 00	9,562,650 00	10,997,000 00

Pickering Valley .....	.....	.....	.....	.....	.....	90,855 00
Pittsburg, Cincinnati and St. Louis.....	.....	.....	.....	.....	5,424,350 00	5,424,350 00
Pittsburg and Connellsville.....	.....	.....	.....	.....	1,791,576 43	1,939,976 43
Pittsburg, Fort Wayne and Chicago.....	.....	.....	.....	.....	19,714,285 71	19,714,285 71
Pittsburg, Virginia and Charleston.....	.....	.....	.....	.....	.....	277,188 11
Plymouth.....	.....	.....	.....	.....	.....	.....
Reading and Columbia.....	.....	.....	.....	.....	12,050 00	12,050 00
Schuylkill and Susquehanna.....	.....	.....	.....	.....	507,268 09	507,268 09
Schuylkill Valley navigation and .....	.....	.....	.....	.....	1,269,150 00	1,269,150 00
Shamokin Valley and Pottsville.....	.....	.....	.....	.....	576,050 00	576,050 00
Shenango and Allegheny.....	.....	.....	.....	.....	869,450 00	869,450 00
Souerset and Mineral Point.....	.....	.....	.....	.....	157,837 00	159,925 00
Southern Pennsylvania iron and .....	.....	.....	.....	.....	.....	54,290 00
Southwark.....	.....	.....	.....	.....	577,408 33	774,800 00
Summit Branch.....	.....	.....	.....	.....	58,468 00	58,468 00
Sunbury and Lewistown .....	.....	.....	.....	.....	2,502,250 00	2,502,250 00
Susquehanna, Gettysburg and Potomac.....	.....	.....	.....	.....	.....	500,000 00
Tioga.....	.....	.....	.....	.....	.....	1,500,000 00
Trescow.....	.....	.....	.....	.....	580,900 00	580,900 00
Tyrone and Clearfield.....	.....	.....	.....	.....	65,000 00	130,000 00
Wellsboro' and Lawrenceville.....	.....	.....	.....	.....	510,000 00	510,000 00
West Chester.....	.....	.....	.....	.....	248,980 00	1,000,000 00
West Chester and Philadelphia.....	.....	.....	.....	.....	165,000 00	165,000 00
Western Pennsylvania .....	.....	.....	.....	.....	684,045 83	681,650 00
Wilmington and Reading .....	.....	.....	.....	.....	1,022,450 00	1,022,450 00
	.....	.....	.....	.....	754,717 37	757,728 74

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Allentown.....	.....	.....	.....	.....	\$579,081 23
Allegheny Valley.....	.....	.....	\$4,396,936 74	\$4,258,819 59	4,463,437 19
Atlantic and Great Western.....	.....	.....	*29,999,900 00	*29,999,900 00	*29,999,900 00
Bald Eagle Valley.....	.....	.....	.....	.....	460,900 00
Barclay coal company.....	\$488,000 00	\$482,000 00	.....	.....	93,000 00
Beaumont and Bridgeport.....	160,000 00	134,500 00	119,000 00	107,000 00	500,000 00
Bellefonte and Snow Shoe.....	101,119 99	99,000 00	99,000 00	99,000 00	99,000 00
Buffalo, Bradford and Pittsburg.....	1,766,000 00	580,000 00	583,500 00	583,500 00	583,500 00
Buffalo, Corry and Pittsburg.....	108,561 00	1,076,234 17	1,074,315 43	1,143,653 63	1,163,673 96
Catawissa.....	262,500 00	371,000 00	445,350 00	441,850 00	1,740,350 00
Chartiers.....	.....	.....	.....	266,649 17	460,484 39
Chester Creek.....	.....	.....	185,000 00	185,000 00	185,000 00
Chester Valley.....	885,000 00	920,000 00	937,500 00	955,000 00	972,500 00
Cleveland and Pittsburg.....	3,984,000 00	4,197,000 00	3,883,500 00	3,772,500 00	3,859,500 00
Colebrookdale.....	.....	60,200 73	490,976 88	604,531 61	641,077 47
Columbia and Port Deposit.....	.....	83,000 00	101,460 57	186,597 30	353,409 09
Connecting.....	1,900,035 13	2,078,300 00	1,000,000 00	1,000,000 00	996,000 00
Cumberland Valley.....	356,100 00	352,400 00	352,300 00	352,300 00	352,300 00
Danville, Hazleton and Wilkesbarre.....	4,016,205 31	4,691,161 95	5,498,000 00	5,958,000 00	1,554,000 00
Delaware, Lackawanna and Western.....	.....	.....	.....	.....	7,063,917 90
Dunkirk, Warren and Pittsburg.....	170,000 00	170,000 00	177,000 00	177,000 00	1,245,000 00
East Brandywine and Waynesburg.....	574,900 00	506,900 00	495,900 00	495,900 00	495,900 00
East Pennsylvania.....	.....	.....	80,000 00	80,000 00	80,000 00
Elmira and Williamsport.....	1,620,000 00	1,620,000 00	1,620,000 00	1,620,000 00	1,620,000 00
Erie.....	.....	28,242,535 81	23,398,800 00	23,398,800 00	26,398,800 00
Erie and Pittsburg.....	1,848,450 92	2,521,235 32	2,577,504 00	2,577,000 00	3,177,000 00
Frankford and Holmesburg.....	700,000 00	700,000 00	700,000 00	79,632 02	50,000 00
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	1,656,245 00	1,810,044 94	1,927,614 16	2,008,095 66	2,157,025 66
Huntingdon and Broad Top Mountain.....	150,000 00	150,000 00	150,000 00	150,000 00	100,000 00
Ironton.....	567,966 23	1,089,641 71	1,688,228 27	1,852,621 95	1,923,322 59
Jamestown and Franklin.....	.....	.....	.....	2,300,000 00	2,300,000 00
Jefferson.....	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Junction.....	2,342,175 00	2,316,709 00	2,327,000 00	2,466,335 00	2,452,270 97
Lackawanna and Bloomsburg.....	.....	.....	23,813,000 00	25,721,553 26	29,929,815 36
Lake Shore and Michigan Southern.....	.....	387,000 00	380,000 00	365,000 00	355,000 00
Lawrence.....	200,000 00	320,000 00	340,000 00	340,000 00	300,000 00
Lehigh and Lackawanna.....	.....	.....	.....	.....	.....

Lehigh Valley.....	2, 303, 111 00	3, 998, 563 25	6, 516, 689 25	6, 002, 417 16	9, 864, 142 12
Little Saw Mill Run.....	49, 454 08	45, 061 72	36, 156 67	31, 176 90	31, 525 45
Littlestown.....	.....	.....	34, 836 99	46, 150 99	40, 685 83
Little Schuylkill navigation and.....	868, 000 00	807, 500 00	795, 500 00	783, 500 00	771, 500 00
Mifflin and Centre County.....	155, 500 00	185, 000 00	187, 500 00	188, 500 00	188, 500 00
Mount Pleasant and Broad Ford.....	.....	.....	.....	.....	43, 173 02
Muncy Creek.....	.....	.....	.....	.....	100, 000 00
New Castle and Beaver Valley.....	182, 700 00	157, 500 00	138, 300 00	95, 300 00	90, 300 00
Newry.....	.....	.....	.....	11, 258 00	10, 778 99
Northern Central.....	5, 829, 507 38	6, 424, 455 56	7, 598, 082 28	8, 101, 084 27	7, 937, 327 83
North Pennsylvania.....	3, 292, 154 00	3, 463, 839 00	3, 721, 915 41	3, 932, 887 50	4, 069, 038 72
Oil Creek and Allegheny River.....	.....	3, 170, 000 00	3, 170, 000 00	3, 170, 000 00	3, 180, 000 00
Pennsylvania.....	13, 903, 395 24	14, 965, 568 00	19, 854, 015 86	27, 682, 389 00	30, 791, 543 23
Pennsylvania coal.....	983, 260 00	972, 500 00	975, 500 00	731, 000 00	967, 500 00
Pennsylvania and Delaware.....	.....	.....	.....	.....	800, 000 00
Pennsylvania and New York canal and.....	.....	.....	3, 000, 000 00	3, 000, 000 00	3, 415, 007 85
Perkiomen.....	164, 900 00	449, 060 87	616, 480 85	857, 415 46	1, 021, 760 99
Philadelphia and Baltimore Central.....	862, 500 00	1, 012, 500 00	1, 091, 685 30	1, 423, 690 20	1, 590, 288 87
Philadelphia and Erie.....	13, 022, 473 00	13, 328, 633 00	12, 638, 974 00	13, 207, 504 00	14, 148, 362 00
Philadelphia and Reading.....	6, 560, 825 17	7, 030, 225 17	7, 330, 190 83	10, 151, 970 08	21, 936, 483 00
Philadelphia, Wilmington and Baltimore.....	1, 826, 000 00	2, 437, 500 00	2, 543, 000 00	2, 612, 220 00	1, 768, 366 56
Pickering Valley.....	.....	.....	.....	.....	443, 012 92
Pittsburg, Cincinnati and St. Louis.....	.....	.....	10, 457, 874 46	10, 127, 020 26	13, 474, 262 02
Pittsburg and Connellsville.....	1, 574, 862 97	5, 575, 584 55	5, 500, 000 00	6, 318, 537 91	7, 460, 775 32
Pittsburg, Fort Wayne and Chicago.....	12, 648, 278 39	12, 702, 986 76	13, 635, 092 67	13, 681, 229 62	13, 680, 229 62
Pit-Hole Valley.....	.....	.....	.....	.....	103, 247 01
Plymouth.....	.....	.....	.....	267, 271 83	274, 495 19
Reading and Columbia.....	1, 740, 935 33	1, 919, 749 47	1, 952, 859 36	2, 036, 401 83	2, 033, 742 90
Schuylkill and Susquehanna.....	246, 218 54	243, 577 87	203, 120 36	215, 987 62	143, 089 14
Shamokin Valley and Pottsville.....	700, 000 00	700, 000 00	700, 000 00	700, 000 00	700, 000 00
Shenango and Allegheny.....	.....	.....	.....	555, 000 00	638, 000 00
Somerset and Mineral Point.....	.....	.....	.....	.....	65, 000 00
South Mountain Iron.....	.....	.....	369, 000 00	381, 000 00	381, 000 00
Southern Pennsylvania Iron and.....	.....	.....	.....	746, 500 00	912, 441 00
Summit Branch.....	567, 274 67	550, 823 97	501, 000 00	201, 000 00	174, 000 00
Sunbury and Lewisstown.....	.....	.....	.....	.....	1, 400, 000 00
Toga.....	285, 500 00	250, 500 00	246, 000 00	243, 000 00	243, 000 00
Trescow.....	.....	.....	.....	.....	40, 417 70
Tyone and Clearfield.....	.....	.....	401, 039 18	479, 330 06	387, 153 58
West Chester and Philadelphia.....	1, 096, 565 80	1, 070, 799 00	1, 055, 100 00	1, 094, 500 00	1, 197, 300 00
Western Pennsylvania.....	1, 914, 518 73	2, 124, 381 30	2, 104, 412 56	2, 648, 734 68	2, 707, 813 36
Wilmington and Reading.....	.....	68, 200 00	789, 300 00	1, 775, 721 55	2, 154, 304 26

* Funded debt only.

COMPARATIVE STATEMENT OF CASH OR STOCK DIVIDENDS DECLARED FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Bald Eagle Valley.....	6	6	8	7	6
Barclay coal company.....		2	7	\$2 50	\$3 00
Bellefonte and Snow Shoe.....	3	3	3	\$75	\$75
Catasauqua and Fogelsville.....	6	6	6	6	6
Catawissa	*3½	*6	*6½	*7	*7
Chester Creek.....			6	6	6
Chestnut Hill.....	10	9	10	12	12
Cleveland and Pittsburg.....	5	4	8	10	10
Connecting.....			3	6	6
Cornwall.....	10	16	14	16	16
Cumberland Valley.....	8	8	8	8	8
Delaware, Lackawanna and Western.....	10-†75	10-†\$3 64½	10	10-||6	
East Mahanoy	6	6	6	6	6
East Pennsylvania.....			7-||\$1 00	6	6
Elmira and Williamsport.....	*7-†5	*7-†5	*7-†5	*7-†5	*7-†5
Erie and Pittsburg				1¾	7
Fayette County	\$3 80	\$3 75	\$3 80	\$3 80	\$3 90
Frankford and Holmesburg.....					2
Hanover Branch.....	10	10	10	10	10
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	7	7	7	7	7
Lake Shore and Michigan Southern			4	†8-*10	†8-*10
Lawrence.....					7
Lehigh Valley.....	10	10	10	10	10
Little Saw Mill Run.....	7	7	18	10	10
Little Schuylkill navigation and.....		2	7¾	6½	7
Lykens Valley	9	10	10	10	10
Mill Creek and Mine Hill navigation and, Mine Hill and Schuylkill Haven.....	10	10	10	10	10
Mount Carbon	8	8	8	7½	7½
Mount Carbon and Port Carbon.....	6	6	6	6½	7
Nesquehoning Valley.....	12	12	12	12	12
New Castle and Beaver Valley.....			10	10	
Northern Central	12	12	11½	10	11
North Pennsylvania	8	8	6	6	6
Oil Creek and Allegheny River.....	¶5	¶5	¶5	¶5	¶5
Pennsylvania.....		5	10	12½	7½
Pennsylvania coal	*5-6	||5-8	10	10	10
Pennsylvania and Reading.....	20	20	20	20	20
Philadelphia and Reading.....	5-||5	||10	5-||5	10	10
Philadelphia, Germantown and Norris- town	10	10	10	10	9
Philadelphia and Trenton	10	10	10	10	8
Philadelphia, Wilmington and Baltimore, Pittsburg, Fort Wayne and Chicago.....	9	8	8	8	8
Schuylkill Valley navigation and.....	10	10	**10-***7	7	7
Shamokin Valley and Pottsville.....	5	5	5	5	5
Southwark.....	5½	6	6	6	6
Summit Branch.....	6	6	6	6	6
Tioga.....		3	8	6	6
	8				

* On preferred stock.

† On common stock.

|| In stock.

† Per share on scrip.

§ Per share.

¶ Scrip.

** Three quarters at 10 per cent.; one quarter at 7 per cent.

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Allentown.....	.....	.....	.....	.....	\$1,054,287 39
Allegheny Valley.....	.....	.....	\$7,913,532 20	\$8,316,616 70	9,747,216 05
Bald Eagle Valley.....	\$1,050,000 00	\$1,050,000 00	1,050,000 00	1,050,000 00	1,050,000 00
Bedford and Bridgeport.....	.....	.....	.....	.....	351,925 00
Belleville and Snow Shoe.....	440,598 72	442,058 87	442,058 87	442,058 87	442,058 87
Buffalo, Bradford and Pittsburg.....	2,866,000 00	2,866,000 00	2,866,000 00	2,866,000 00	2,866,000 00
Buffalo, Corry and Pittsburg.....	180,691 08	1,431,465 73	1,446,987 95	1,493,629 44	1,532,058 11
Catsanqua and Fogelsville.....	678,537 89	708,322 17	738,854 42	742,156 64	742,156 64
Catawissa.....	3,634,000 00	3,744,000 00	3,823,500 00	3,826,500 00	5,126,500 00
Chartiers.....	.....	.....	.....	790,919 24	1,095,839 40
Chester Creek.....	.....	.....	344,500 00	352,000 00	365,400 00
Chester Valley.....	.....	.....	1,371,900 00	1,371,900 00	1,371,900 00
Chestnut Hill.....	120,650 00	120,650 00	120,650 00	120,650 00	120,650 00
Cleveland and Pittsburg.....	9,415,618 00	10,317,692 18	10,733,780 17	11,137,107 03	11,518,594 09
Colebrookdale.....	.....	54,601 54	516,099 55	661,002 39	662,332 33
Columbia and Port Deposit.....	.....	150,000 00	304,632 68	389,763 96	558,581 20
Connecting.....	2,000,035 00	2,178,300 00	2,278,300 00	2,278,300 00	2,278,300 00
Cornwall.....	319,631 86	339,020 76	378,880 37	384,228 25	394,724 50
Cumberland Valley.....	1,691,037 05	1,468,237 05	1,492,204 82	1,459,229 01	1,583,444 79
Danville, Hazleton and Wilkesbarre.....	.....	.....	329,510 00	.....	1,055,600 00
Delaware and Hudson canal and railroad.....	2,154,474 45	2,387,577 81	2,938,801 80	3,245,879 99	3,384,303 41
Delaware, Lackawanna and Western.....	12,884,405 79	13,988,575 97	14,500,000 00	18,825,000 00	14,314,981 49
Dunkirk, Warren and Pittsburg.....	.....	.....	.....	.....	2,320,000 00
East Brandywine and Waynesburg.....	.....	.....	.....	.....	.....
East Mahanoy.....	259,000 00	259,000 00	264,800 00	264,800 00	264,800 00
East Pennsylvania.....	391,603 93	391,603 93	391,603 93	391,603 93	391,603 93
East Pennsylvania.....	1,801,664 38	1,912,850 60	1,472,599 12	1,484,290 12	1,484,290 12
Ebensburg and Cresson.....	.....	.....	122,000 00	122,000 00	122,000 00
Elmira and Williamsport.....	2,620,000 00	2,620,000 00	2,620,000 00	2,620,000 00	2,620,000 00
Erie.....	.....	56,486,605 97	65,131,959 01	73,945,587 02	106,904,362 22
Erie and Pittsburg.....	2,717,998 16	2,900,571 91	3,680,124 86	4,518,978 62	4,771,123 51
Fayette County.....	130,000 00	130,000 00	130,000 00	130,000 00	130,000 00
Frankford and Holmesburg.....	.....	.....	.....	159,427 07	159,427 07
Hanover Branch.....	233,710 00	253,815 92	257,890 80	257,890 00	260,000 00
Huntingdon and Broad Top Mountain.....	2,192,814 35	2,201,675 24	2,202,147 02	2,738,811 14	2,792,475 16
Ironton.....	288,000 00	268,000 00	238,000 00	268,000 00	268,000 00
Jamestown and Franklin.....	1,629,846 29	1,643,127 69	1,765,247 69	2,414,316 28	2,463,074 15
Jefferson.....	.....	.....	.....	4,395,700 00	4,395,700 00

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

Name of company.	1867.	1868.	1869.	1870.	1871.
Junction	\$891,251 43	\$892,751 43	\$898,324 25	\$898,324 25	\$898,324 25
Lackawanna and Bloomsburg	3,753,130 04	3,753,744 00	3,870,000 00	3,950,000 00	3,959,678 42
Lake Shore and Michigan Southern .....	.....	.....	49,947,720 24	54,134,059 49	58,778,875 69
Lawrence .....	.....	399,409 66	614,869 34	619,944 35	633,170 10
Lehigh and Lackawanna .....	.....	.....	.....	.....	675,100 00
Lehigh Valley	14,867,141 92	17,541,839 03	17,987,658 66	18,338,237 93	19,230,730 27
Little Saw Mill Run	91,011 44	91,011 44	91,011 44	100,657 47	100,657 47
Littlestown	76,000 00	76,000 00	76,000 00	86,240 00	115,616 00
Little Schuylkill navigation and	1,466,662 24	1,466,283 14	1,466,283 14	1,466,283 14	1,416,187 80
Mifflin and Centre County	195,654 89	252,491 21	253,406 06	254,115 32	247,015 32
Mill Creek and Mine Hill navigation and .....	.....	.....	323,375 00	323,375 00	323,375 00
Nine Hill and Schuylkill Haven .....	.....	.....	3,814,957 42	3,814,957 42	3,905,600 00
Mount Carbon	203,259 58	203,259 58	203,259 58	203,259 58	203,259 58
Mount Carbon and Port Carbon .....	.....	.....	282,815 45	282,815 45	282,815 45
Mount Pleasant and Broad Ford .....	.....	.....	.....	.....	154,323 02
Nesquehoning Valley	36,117 17	42,213 21	239,230 82	1,004,624 25	1,152,965 23
New Castle and Beaver Valley	408,553 45	425,007 29	424,467 91	730,249 17	751,885 64
Newry .....	.....	.....	.....	22,283 00	22,657 31
Northern Central	11,315,510 51	12,011,761 18	13,555,720 37	14,097,097 52	14,534,464 66
North Pennsylvania	6,517,345 50	6,694,991 07	7,025,092 63	7,258,861 29	7,981,830 02
Oil Creek and Allegheny River ..	.....	7,549,786 93	7,660,390 08	8,126,996 49	8,344,717 07
Peach Bottom .....	.....	.....	.....	.....	1,526 00
Pennsylvania	29,115,018 90	29,761,532 65	32,392,866 71	33,806,907 00	34,610,160 70
Pennsylvania coal	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Pennsylvania and Delaware .....	.....	.....	.....	100,625 00	231,997 70
Pennsylvania and New York canal and .....	.....	.....	2,449,079 49	.....	5,251,883 39
Perkion	139,240 50	417,332 82	518,739 37	570,579 28	939,404 26
Philadelphia and Baltimore Central	1,170,279 40	1,336,551 34	1,415,975 71	1,777,619 94	1,981,592 47
Philadelphia and Erie	19,014,864 78	19,350,997 78	19,391,972 24	20,368,736 00	20,739,470 00
Philadelphia and Reading	27,317,907 25	27,636,100 50	29,815,067 49	31,776,473 07	38,677,075 48
Philadelphia, Germantown and Norristown	1,445,198 36	1,491,459 03	1,454,872 44	1,502,042 63	1,514,800 01
Philadelphia and Trenton	1,378,696 85	1,379,164 17	1,436,338 41	1,497,604 53	1,545,950 41
Philadelphia, Wilmington and Baltimore .....	.....	11,224,605 95	10,652,226 26	10,374,408 40	11,001,030 05
Pickering Valley .....	.....	.....	.....	.....	408,478 64
Pittsburg, Cincinnati and St. Louis .....	.....	.....	15,879,338 40	16,154,804 16	18,025,618 54
Pittsburg and Connellsville	2,518,036 85	2,590,070 58	3,090,992 57	5,030,987 94	7,931,446 90
Pittsburg, Fort Wayne and Chicago	25,118,926 80	23,247,488 52	24,391,380 09	24,849,193 49	25,475,572 55

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COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Allegheny Valley .....	.....	.....	483,387	507,157	578,084
Atlantic and Great Western.....	666,549	666,824	.....	\$625,450	\$729,393
Barclay coal company.....	7,169	8,950	*14,690	\$22,535	18,762
Bellefonte and Snow Shoe.....	27,212	24,846	25,478	20,484	17,798
Buffalo, Corry and Pittsburgh.....	23,046	69,088	53,122	90,973	89,344
Catsauqua and Fogelsville .....	.....	10,294	14,467	21,000	22,430
Cleveland and Pittsburgh.....	681,930	582,164	567,455	641,162	609,738
Cumberland Valley.....	281,655	281,134	308,213	297,605	302,864
Danville, Hazleton and Wilkesbarre .....	.....	.....	.....	.....	8,488
Delaware and Hudson canal and railroad	72,107	66,957	71,505	101,676	95,781
Delaware, Lackawanna and Western.....	187,533	191,888	189,988	*224,916	234,108
Dunkirk, Warren and Pittsburgh.....	.....	.....	.....	.....	*5,228
Elmira and Williamsport.....	92,246	96,421	107,064	105,291	108,714
Erie.....	.....	2,194,948	2,497,113	3,275,025	3,509,462
Frankford and Holmesburg.....	.....	.....	.....	.....	189,396
Hanover Branch.....	31,982	34,841	35,829	36,010	31,903
Huntingdon and Broad Top Mountain.....	30,305	27,812	32,254	46,667	52,246
Jamestown and Franklin.....	.....	.....	.....	.....	102,577
Junction	167,971	179,720	225,150	*232,680	206,270
Lackawanna and Bloomsburg.....	269,564	221,541	253,828	*354,585	297,828
Lake Shore and Michigan Southern.....	.....	.....	†946,528	2,022,371	1,965,092
Lehigh Valley.....	631,418	688,584	753,379	847,095	867,271
Littlestown.....	5,290	5,400	6,353	5,412	4,703
Northern Central.....	655,651	687,997	707,278	719,663	738,732
North Pennsylvania.....	698,359	746,911	771,984	795,457	829,651
Oil Creek and Allegheny River.....	.....	*247,507	449,970	*711,314	569,290
Pennsylvania.....	3,347,466	3,747,178	4,229,363	4,352,769	4,699,985
Pennsylvania and New York canal and.....	.....	.....	.....	163,292	187,119
Philadelphia and Baltimore Central.....	125,849	130,870	162,980	248,667	254,944
Philadelphia and Erie.....	635,542	629,320	651,038	662,155	684,884
Philadelphia and Reading.....	1,273,644	1,194,575	1,527,769	2,034,039	5,766,934
Philadelphia, Germantown and Norristown.....	2,578,521	2,756,814	2,777,535	2,805,120	†513,981
Philadelphia and Trenton.....	920,434	953,722	1,110,567	*1,371,840	1,276,762
Philadelphia, Wilmington and Baltimore.....	1,067,399	1,108,572	1,312,991	1,472,846	1,608,033
Pittsburg, Cincinnati and St. Louis.....	.....	.....	421,016	457,268	540,516
Pittsburg and Connellsville.....	411,116	422,739	462,124	531,011	700,423

	1,289,075	1,376,998	1,727,632	1,916,129	1,969,867
Pittsburg, Fort Wayne and Chicago.....	.....	.....	.....	.....	8,639
Pit-Hole Valley.....	127,304	146,464	121,818	121,109	122,523
Reading and Columbia.....	68,320	65,049	78,259	48,626	*49,385
Schuylkill and Susquehanna.....	40,599	41,239	46,444	42,576	41,009
Shamokin Valley and Pottsville.....	.....	.....	.....	11,304	14,037
Shenango and Allegheny.....	.....	.....	.....	24,039	22,615
South Mountain iron.....	5,114	6,673	9,803	12,357	14,517
Summit Branch.....	.....	.....	.....	.....	23,221
Susquehanna, Gettysburg and Potomac.....	63,989	73,298	82,580	98,478	100,041
Toga.....	567,982	658,636	678,463	682,336	737,473
West Chester and Philadelphia.....	.....	.....	††1,041	79,424	126,940
Wilmington and Reading.....	.....	.....	.....	.....	.....
* Fourteen months.	† Five months.	§ Ten months.	Eight months.
† Nine months.	†† Two months.	††† Three months.

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COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Allegheny Valley.....	1,612,466	1,746,527	607,763	855,556	1,008,798
Atlantic and Great Western	81,459	452,868	176,065	*1,639,817	†2,061,652
Barclay coal company	75,442	77,815	107,083	98,673	321,273
Belleville and Snow Shoe	25,051	94,196	80,238	113,588	96,677
Buffalo, Corry and Pittsburg	218,974	234,975	303,814	379,817	321,661
Catawauqua and Fogelsville.....	312,858	356,554	454,801	472,154	487,452
Catawissa.....	768,861	979,863	1,098,828	1,277,401	1,606,903
Cleveland and Pittsburg.....	292,283	241,532	239,985	\$312,289	292,681
Cornwall.....	219,695	244,480	244,532	297,400	297,367
Cumberland Valley					28,316
Danville, Hazleton and Wilkesbarre	1,615,120	1,650,147	1,348,239	2,144,635	1,532,549
Delaware and Hudson canal and railroad	2,140,134	2,128,512	1,993,946	\$3,398,004	2,563,568
Delaware, Lackawanna and Western.....					11,532
Dunkirk, Warren and Pittsburg	144,093	271,649	308,448	299,635	360,870
Elmira and Williamsport.....				4,852,505	4,844,208
Erie.....	56,262	85,647	4,312,209	91,831	84,714
Hanover Branch.....	250,388	296,895	404,297	394,905	442,282
Huntingdon and Broad Top Mountain.....	115,948	129,015	102,754	111,949	82,617
Ironton.....					311,148
Jamestown and Franklin.....					
Junction.....	796,274	1,008,270	1,209,915	1,292,308	1,604,843
Lackawanna and Bloomsburg.....		1,058,672	1,688,437	\$2,292,308	3,725,425
Lake Shore and Michigan Southern.....			1,889,600	2,948,108	4,809,509
Lehigh Valley.....	8,415,213	4,064,037	3,949,238	5,421,227	158,565
Little Saw Mill Run	151,128	123,642	145,358	**232,503	15,635
Littleton.....	8,861	13,179	17,164	14,581	15,635
Northern Central.....	1,190,094	1,506,745	1,496,909	1,736,447	1,964,013
North Pennsylvania	346,884	476,334	552,771	827,679	666,476
Oil Creek and Allegheny River.....		†399,015	637,039	\$984,496	813,502
Pennsylvania	4,000,538	4,722,015	4,992,025	5,427,401	6,575,845
Pennsylvania coal	970,938	1,055,005	1,103,030	\$1,340,410	941,863
Pennsylvania and New York canal and				639,349	862,605
Pennsylvania and Baltimore Central.....	45,648	56,025	77,673	96,833	109,939
Philadelphia and Erie.....	792,008	1,030,845	1,302,941	1,614,287	1,825,491
Philadelphia and Reading.....	5,421,538	5,143,177	6,016,467	7,449,925	9,465,572
Philadelphia, Germantown and Norristown	386,771	468,604	533,326	572,728	†134,063

Philadelphia and Trenton	95, 945	312, 714	449, 490	\$763, 015	663, 196
Philadelphia, Wilmington and Baltimore	243, 361	281, 418	320, 198	331, 493	348, 216
Pittsburg, Cincinnati and St. Louis .....	.....	.....	850, 026	913, 906	1, 236, 803
Pittsburg and Connellsville .....	.....	.....	513, 879	580, 074	1, 717, 299
Pittsburg, Fort Wayne and Chicago	374, 955	398, 502	1, 659, 791	1, 740, 584	2, 047, 114
Reading and Columbia	1, 100, 140	1, 459, 430	222, 012	211, 612	294, 497
Schuylkill and Pottsville	151, 180	157, 192	409, 378	532, 022	\$827, 079
Shanokin Valley and Susquehanna	355, 843	428, 279	547, 346	573, 860	750, 445
Shenango and Allegheny	563, 053	573, 460	.....	29, 550	50, 996
South Mountain iron .....	.....	.....	.....	45, 801	50, 049
Summit Branch	237, 447	436, 009	439, 690	513, 347	538, 127
Susquehanna, Gettysburg and Potomac .....	.....	.....	.....	.....	22, 906
Tioga	490, 267	634, 287	730, 483	764, 217	845, 353
West Chester and Philadelphia	101, 711	118, 417	97, 065	78, 996	85, 273
Wilmington and Reading .....	.....	.....	\$55, 512	81, 203	173, 213
* Nine months.	† Eleven months.	‡ Ten months.	§ Fourteen months.	|| Forty days.	
†† Five months.	** Eighteen months.	†† Eight months.	§§ Three months.		

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Allegheny Valley.....	\$3 574,936 37	\$2,988,781 95	\$702,663 60	\$778,309 53	\$946,862 13
Atlantic and Great Western.....	36,181 21	51,103 89	97,614 78	112,720,153 29	**\$3,510,861 17
Barclay coal company.....	58,609 15	62,966 44	69,162 56	114,009 10	107,258 40
Bellefonte and Snow Shoe.....		172,073 84	148,675 42	82,546 70	84,324 21
Buffalo, Corry and Pittsburg.....		79,837 33	70,125 22	186,802 89	202,621 82
Catsaqua and Fogelsville.....	50,144 93	370,125 49	435,603 87	75,141 67	65,498 91
Catawissa.....	359,237 44	1,372,115 22	1,401,947 67	413,041 08	440,573 08
Cleveland and Pittsburg.....	1,410,531 24	25,789 14	30,846 83	1,448,395 04	1,490,059 30
Cornwall.....	46,940 32	392,417 26	347,076 64	30,785 47	30,581 50
Cumberland Valley.....	440,148 26			227,626 01	236,815 95
Danville, Hazleton and Wilkesbarre.....					12,616 65
Delaware and Hudson canal and railroad.....	527,256 28	588,273 28	704,018 02	652,945 50	745,481 57
Delaware, Lackawanna and Western.....	2,712,662 06	1,948,459 15	1,632,318 81	2,565,519 76	1,670,848 80
Dunkirk, Warren and Pittsburg.....					115,314 09
Elmira and Williamsport.....	391,811 60	433,235 36	478,680 05	409,876 44	481,608 47
Erie.....		11,143,092 32	13,259,256 61	12,419,062 52	12,679,886 22
Frankford and Holmesburg.....				12,147 75	10,620 72
Hanover Branch.....	34,408 11	44,331 64	50,180 63	48,402 61	43,808 69
Huntingdon and Broad Top Mountain.....	134,108 77	148,336 19	175,792 04	167,022 33	174,214 75
Ironton.....	14,273 43	13,567 57	11,940 78	21,195 03	13,391 05
Junction.....	27,549 87	34,547 51	45,018 98	65,363 61	65,417 67
Lackawanna and Bloomsburg.....	546,465 85	545,850 37	593,219 58	801,302 39	480,536 24
Lake Shore and Michigan Southern.....				8,639,347 28	9,435,431 82
Lehigh Valley.....	2,120,208 88	2,509,389 12	2,702,454 87	3,617,407 38	3,462,029 78
Little Sav Mill Run.....	28,009 54	28,703 05	25,421 51	152,248 89	29,536 29
Littlestown.....	5,131 36	6,107 25	9,743 73	9,270 58	8,702 42
Northern Central.....	1,556,538 71	1,893,765 58	1,885,364 57	1,853,910 66	1,963,150 91
North Pennsylvania.....	514,840 84	577,462 88	640,262 31	729,975 85	655,218 80
Oil Creek and Allegheny River.....	12,080,299 64	1521,891 27	1,001,072 48	1,208,253 99	883,315 74
Pennsylvania.....		11,860,983 88	12,203,237 60	11,250,085 15	11,823,433 34
Pennsylvania and New York canal and.....				637,771 41	937,721 65
Philadelphia and Baltimore Central.....	125,925 34	136,321 74	187,400 54	245,575 33	197,954 61
Philadelphia and Erie.....	2,688,112 37	2,887,425 01	3,324,218 25	3,144,044 71	3,542,263 73
Philadelphia and Reading.....	4,667,019 73	4,638,704 25	5,111,936 85	4,769,174 88	5,369,993 87
Philadelphia, Germantown and Norristown.....	302,519 71	320,153 28	355,782 36	342,968 83	382,476 76
Philadelphia and Trenton.....	564,379 21	663,651 23	755,801 47	1,207,155 26	910,708 96
Philadelphia, Wilmington and Baltimore.....	1,541,800 83	1,488,005 05	1,689,207 83	1,647,858 72	1,692,598 42

Pittsburg, Cincinnati and St. Louis.....	.....	.....	.....	1,902,238 61	2,095,009 80	2,365,434 83
Pittsburg and Connellsville.....	307,219 20	311,702 25	.....	384,704 94	452,490 57	747,632 72
Pittsburg, Fort Wayne and Chicago.....	4,736,274 27	4,733,067 12	.....	4,939,772 53	4,223,054 98	4,356,534 04
Pit-Hole Valley.....	.....	.....	.....	.....	.....	17,289 09
Reading and Columbia.....	148,540 14	143,455 46	.....	146,765 60	140,221,63	152,294 77
Schuylkill and Susquehanna.....	121,806 01	161,278 55	.....	138,120 43	129,095 22	119,937 87
Shamokin Valley and Pottsville.....	172,640 74	194,252 16	.....	180,850 70	171,893 56	201,993 97
Shenango and Allegheny.....	.....	.....	.....	.....	26,613 91	20,178 35
South Mountain Iron.....	.....	.....	.....	.....	16,287 71	12,990 07
Summit Branch.....	72,473 51	79,929 70	.....	99,874 35	120,550 74	81,053 92
Susquehanna, Gettysburg and Potomac.....	.....	.....	.....	.....	.....	27,776 28
Tioga.....	128,898 52	164,037 35	.....	215,674 55	191,166 28	200,150 09
West Chester and Philadelphia.....	191,939 80	186,480 95	.....	215,674 55	171,389 71	170,543 55
Wilmington and Reading.....	.....	.....	.....	\$1,061 88	88,547 82	165,420 47

|| Nine months.

†† Forty days.

† Five months.

** Eleven months.

† Eight months.

¶ Fourteen months.

§§ Two months.

* Ten months.

§ Three months.

†† Eighteen months.

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS:

Name of company.	1867.	1868.	1869.	1870.	1871.
Allegheny Valley.....	\$5, 195, 261 73	\$4, 846, 047 99	\$1, 045, 385 00	\$1, 662, 682 77	\$1, 731, 012 49
Atlantic and Great Western.....	37, 092 77	48, 047 92	9, 464 31	33, 459, 288 33	44, 213, 936 81
Barelay coal company.....	93, 233 23	96, 046 92	103, 342 96	\$50, 290 51	40, 371 41
Belleville and Snow Shoe.....	11, 284 90	223, 029 98	225, 909 34	103, 882 92	102, 801 95
Buffalo, Corry and Pittsburg.....	100, 604 92	125, 059 89	150, 265 08	264, 810 62	249, 442 21
Catsauqua and Fogelsville.....	507, 917 98	540, 542 95	623, 131 66	158, 742 49	128, 032 05
Catawissa.....	2, 140, 150 00	2, 503, 236 88	2, 383, 670 23	655, 812 85	634, 328 37
Cleveland and Pittsburg.....	80, 335 80	77, 830 90	77, 953 32	2, 673, 741 29	3, 080, 617 29
Cornwall.....	534, 295 35	11570, 787 42	523, 992 85	\$91, 983 75	79, 315 22
Cumberland Valley.....	31, 530 20	30, 449 78	60, 469 47	555, 895 49	557, 639 43
Danville, Hazleton and Wilkesbarre.....	2, 613, 978 62	3, 743, 107 00	2, 417, 324 31	82, 336 61	72, 715 50
Delaware and Hudson canal and railroad.....	395, 149 48	528, 626 39	562, 932 88	\$4, 106, 221 67	3, 351, 484 36
Delaware, Lackawanna and Western.....	.....	14, 376, 872 27	16, 721, 500 34	500, 005 75	541, 297 63
Dunkirk, Warren and Pittsburg.....	.....	.....	.....	16, 179, 361 66	17, 168, 005 16
Elmira and Williamsport.....	.....	.....	.....	.....	10, 620 72
Erie.....	48, 561 40	78, 498 87	81, 726 42	81, 747 86	76, 385 84
Frankford and Holmesburg.....	186, 450 91	219, 211 02	291, 564 28	287, 575 16	378, 688 79
Hanover Branch.....	37, 144 44	37, 321 87	32, 361 57	35, 317 94	34, 291 66
Huntingdon and Broad Top Mountain.....	.....	.....	.....	.....	251, 185 79
Ironton.....	75, 263 38	79, 032 70	107, 612 51	\$134, 063 43	127, 843 06
Jamestown and Franklin.....	790, 808 46	842, 567 15	966, 832 52	\$1, 219, 815 75	874, 410 28
Junction.....	.....	.....	4, 897, 342 37	13, 484, 926 28	14, 797, 075 07
Lackawanna and Bloomsburg.....	.....	.....	86, 462 65	49, 506 80	56, 617 95
Lake Shore and Michigan Southern.....	.....	.....	1, 945, 508 54	2, 248, 228 75	2, 398, 245 20
Lawrence.....	534, 154 58	1, 027, 418 11	4, 936, 591 26	6, 207, 274 08	5, 290, 724 65
Lehigh and Susquehanna.....	3, 580, 764 58	4, 200, 355 57	52, 264 35	**96, 089 10	55, 447 47
Lehigh Valley.....	58, 288 70	45, 250 13	9, 181 95	7, 746 81	10, 545 87
Little Saw Mill Run.....	5, 733 12	7, 671 82	2, 923, 063 28	2, 898, 623 68	2, 976, 046 44
Littlestown.....	2, 701, 123 28	2, 907, 151 82	1, 132, 731 14	1, 355, 508 82	1, 178, 200 23
Northern Central.....	898, 573 75	1, 015, 394 29	2, 014, 427 34	\$2, 718, 702 27	1, 575, 008 56
North Pennsylvania.....	.....	11, 197, 090 26	17, 250, 811 73	\$2, 531, 705 82	18, 719, 835 85
Oil Creek and Allegheny River.....	16, 340, 156 36	17, 233, 497 31	.....	949, 655 86	1, 271, 225 89
Pennsylvania.....	149, 347 91	155, 746 03	196, 672 50	251, 579 47	271, 205 54
Pennsylvania and New York canal and.....	2, 334, 731 22	2, 804, 250 36	3, 262, 705 29	3, 144, 044 71	3, 542, 263 73
Philadelphia and Baltimore Central.....	9, 106, 496 23	8, 791, 937 03	11, 208, 381 18	9, 571, 367 35	12, 562, 843 49
Philadelphia and Erie.....	.....	.....	.....	.....	.....
Philadelphia and Reading.....	.....	.....	.....	.....	.....

	* Nine months.	† Eleven months.	‡ Ten months,	§ Fourteen months.	¶ Forty days.
	|| \$29,922 69 was for transportation of previous year.	** Eighteen months.	†† Eight months.	‡‡ Three months.	
Philadelphia, Germantown and Norristown.....	635, 717 89	642, 639 49	697, 619 70	700, 465 34	408, 798 47
Philadelphia and Trenton.....	863, 705 32	995, 196 35	1, 077, 558 93	\$1, 589, 328 17	1, 308, 498 00
Philadelphia, Wilmington and Baltimore..	2, 432, 531 12	2, 393, 897 52	2, 565, 302 31	2, 577, 146 89	2, 678, 886 03
Pittsburg, Cincinnati and St. Louis.....	608, 596 32	508, 625 92	608, 918 69	655, 736 11	3, 234, 148 94
Pittsburg and Connellsville.....	7, 278, 897 68	7, 955, 300 58	8, 131, 531 42	7, 863, 573 80	9, 961, 939 13
Pittsburg, Fort Wayne and Chicago.....	172, 642 72	178, 447 15	207, 799 19	201, 689 28	8, 487, 822 05
Pit-Hole Valley.....	146, 840 90	167, 517 63	172, 493 61	273, 263 67	14, 157 13
Reading and Columbia.....	280, 452 08	277, 763 49	261, 317 04	273, 564 74	237, 346 04
Schuylkill and Susquehanna.....				37, 096 32	\$269, 533 98
Shanokin Valley and Pottsville.....				31, 293 41	334, 006 91
Shenango and Allegheny.....				33, 463 61	51, 207 76
South Mountain iron.....	164, 463 06	237, 928 48	238, 149 92	138, 167 17	325, 682 69
Summit Branch.....					35, 766 46
Susquehanna, Gettysburg and Potomac.....	262, 549 52	337, 080 36	395, 440 00	420, 622 66	455, 949 37
Tioga.....	375, 680 30	350, 131 01	330, 571 14	288, 566 13	326, 127 70
West Chester and Philadelphia.....			‡‡1, 253 82	87, 739 25	167, 791 97
Wilmington and Reading.....					

*Nine months.

|| \$29,922 69 was for transportation of previous year.

§ Fourteen months.

†† Eight months.

“Forty days.

†† Three months.

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

Name of company.	1867.		1868.		1869.		1870.		1871.	
	Killed.....	Injured.....	Killed.....	Injured	Killed.....	Injured	Killed.....	Injured.....	Killed.....	Injured.....
Allegheny Valley	13	18	23	58	4	8	10	13	11	11
Atlantic and Great Western.....			1	1			17	34	27	103
Belleville and Snow Shoe.....					1					
Buffalo, Corry and Pittsburgh				1						
Carasauqua and Fogelsville.....	2				1		1			
Catawissa.....	2	1	4	4			2			
Cleveland and Pittsburgh.....	18	9	8	23	9	21	12	11	3	2
Cumberland Valley	2	6						2	2	3
Danville, Hazleton and Wilkesbarre										1
Delaware and Hudson canal and railroad.....	3	3	7	4	4	4	7	6	10	4
Delaware, Lackawanna and Western	13	21	9	9	7		10	4	6	2
Elmira and Williamsport	3	2				2		2	1	2
Eric.....			104	157	75	114	55	43	82	131
Huntingdon and Broad Top Mountain.....			6	9			2	1	1	
Ironton	1									
Janestown and Franklin										
Junction										1
Lackawanna and Bloomsburg.....	3	4	6	11	6	2	1	3	1	3
Lake Shore and Michigan Southern.....					23	20	12	4	7	1
Lehigh Valley.....	24	11	25	20	18	28	1	4	2	7
Little Saw Mill Run.....		1				1	29	24	33	28
Littletown									1	1
Northern Central		1								
North Pennsylvania	9	6	14	11	9	5	2	16	9	15
Oil Creek and Allegheny River.....	4	4	6	8	6	3	8	4	4	2
Pennsylvania			9	21	1	7	5	9	9	7
Pennsylvania and New York canal and	70	138	66	207	78	188	78	165	113	167
Philadelphia and Baltimore Central.....									4	2
Philadelphia and Erie.....	1	1							4	4
Philadelphia and Reading.....	14	13	24	40	14	56	15	38	21	81
Philadelphia, Germantown and Norristown.....	28	11	19	18	30	24	27	33	38	26
Philadelphia, Germantown and Norristown.....	3	7	7	9	9	10	8	11	3	3

Philadelphia and Trenton.....	4	8	7	6	7	8	9	7	14	7	13
Philadelphia, Wilmington and Baltimore.....	8	7	13	9	7	13	7	14	7	14	15
Pittsburg, Cincinnati and St. Louis.....	7	7	4	9	12	7	7	6	14	10	27
Pittsburg and Connellsville.....	29	54	40	40	7	8	8	6	6	15	22
Pittsburg, Fort Wayne and Chicago.....	2	3	1	1	71	4	25	26	25	28	51
Reading and Columbia.....	1	1	2	2	1	1	.....	1	5	2	4
Schuylkill and Susquehanna.....	1	1	1	1	1	1	.....	1	4	.....	.....
Shamokin Valley and Pottsville.....	.....	.....	1	1	.....	.....	3	.....	4	1	4
Summit Branch.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Susquehanna, Gettysburg and Potomac.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Toga.....	.....	.....	.....	1	1	1	1	1	1	1	1
West Chester and Philadelphia.....	1	3	.....	1	.....	.....	.....	.....	.....	.....	.....
Wilmington and Reading.....	.....	.....	.....	1	.....	.....	.....	.....	2	1	4

TABULATED RESULTS
COMPILED FROM CITY PASSENGER RAILWAYS.

TABLE A.—STOCK AND DEBT.

Name of company.	Capital stock as authorized by law.....	Amount of stock subscribed.	Total am't now paid in of capital stock...	Total amount now of funded and floating debt	Rate per cent. of interest on funded debt	Rate per cent. of dividend.....
Allentown.....	\$500,000 00	\$30,500 00	\$36,600 00	\$10,000 00	6	+20
Citizens', Philadelphia.....	500,000 00	500,000 00	192,750 00	.....	.....	+\$7 00
Citizens', Pittsburg.....	200,000 00	100,000 00	184,000 00	57,700 00	7	22
Coalville.....	50,000 00	34,100 00	30,254 91	15,000 00	.....	+10
Easton and South Easton.....	75,000 00	29,562 50	29,562 50	.....	.....	5
Empire.....	600,000 00	600,000 00	.....	83,500 00	7	.....
Erie City	100,000 00	23,300 00	19,807 00	20,457 73	7	.....
Federal Street and Pleasant Valley	100,000 00	70,000 00	68,000 00	25,000 00	7	.....
Frankford and Southwark, Philadelphia.....	500,000 00	491,750 00	491,750 00	307,000 00	7	6
Germanatown, Philadelphia.....	1,000,000 00	1,000,000 00	307,545 00	350,000 00	7	+\$3 00
Girard College, Philadelphia.....	500,000 00	500,000 00	170,000 00	.....	.....	+\$3 00
Green and Coates Street, Philadelphia.....	500,000 00	150,000 00	150,000 00	100,000 00	7	+\$4 00
Harrisburg City.....	75,000 00	43,475 00	41,994 77	14,104 75	7	.....
Hestonville, Mantua and Fairmount, Philadelphia.....	2,050,000 00	2,050,000 00	299,423 61	133,100 00	7	+\$1 10
Lombard and South Street, Philadelphia.....	500,000 00	250,000 00	105,000 00	62,500 00	7	11 9-10
People's Street, Luzerne county.....	*80,000 00	125,500 00	125,500 00	.....	.....	2 1/2
Philadelphia City, Philadelphia.....	750,000 00	750,000 00	225,000-00	225,236 79	6	+\$3 00
Philadelphia and Darby, Philadelphia.....	1,000,000 00	200,000 00	200,000 00	57,000 00	7	4
Philadelphia and Gray's Ferry, Philadelphia.....	1,000,000 00	580,350 00	290,175 00	6,500 00	7	+\$2 25
Pittsburg, Allegheny and Manchester.....	.....	200,000 00	140,000 00	23,000 00	7	20
Pittsburg and Birmingham, Pittsburg.....	200,000 00	100,000 00	100,000 00	67,854 38	7	.....
Pittsburg, Oakland and East Liberty, (successor to Oakland and East Liberty Passenger railway company,).....	150,000 00	150,000 00	130,000 00	72,275 01	7	.....
Ridge Avenue and Manayunk, Philadelphia	250,000 00	158,103 00	158,100 00	68,300 00	6 & 7	.....
Schuylkill River	500,000 00	500,000 00	50,000 00	.....	.....	10
Second and Third Street, Philadelphia	962,100 00	962,100 00	573,417 25	109,300 00	7	9
Seventeenth and Nineteenth Street, Philadelphia	500,000 00	500,000 00	160,000 00	121,220 51	6	.....
Thirteenth and Fifteenth Street, Philadelphia.....	1,000,000 00	997,700 00	.....	.....	.....	5 1/2

Union, Philadelphia.....	1,000,000 00	1,000,000 00	400,000 00	500,000 00	6 & 7	†\$1.00
West Philadelphia, Philadelphia.....	500,000 00	400,000 00	400,000 00	100,000 00	7	10
Wilkesbarre and Kingston.....	100,000 00	100,000 00	100,000 00	.....	.....	5
Williamsport.....	50,000 00	15,600 00	15,600 00	27,212 87	.....	.....
	14,792,100 00	12,612,037 50	5,194,480 07	2,553,202 04	.....	.....

* With power to increase.

† Stock.

† Per share.

TABLE B.—CHARACTERISTICS OF ROAD.

[illegible]

Second and Third Street, Philadelphia.....	695, 223 00	34.50	3.50	5	2 $\frac{1}{4}$	43, 55	5	2	71	14	10	550	120,000 00
Seventeenth and Nineteenth Street, Philadel- phia.....	186, 402 95	6.75	.....	5	2	43, 55	4	2	38	2	.....	236	111,619 17
Thirteenth and Fifteenth Street, Philadelphia.....	.....	8	.50	5	2	45	3	1	32	.....	.....	222	103,700 00
Union, Philadelphia.....	893, 035 82	30	.....	5	2	43	9	3	95	20	9	692	238,944 10
West Philadelphia, Philadelphia.....	584, 898 36	10	3.50	5	2 $\frac{1}{2}$	44	10	1	73	.....	5	486	241,163 48
Wilkesbarre and Kingston.....	94, 833 37	4.12	.38	5	2	30, 45	1	1	4	2	1	14	10,000 00
Williamsport	38, 625 33	2.15	.07	4	8 $\frac{1}{2}$	16	.....	.....	.....	4	.....	12	.....
	7, 549, 278 71	249.62	43.97	.....	.....	.....	111	41	833	80	53	5, 454	1,669,030 93

* Includes real estate owned by company.

TABLE C.—TRANSPORTATION OF PASSENGERS AND EXPENSES.

Name of company.	No. of passengers (all classes) carried in cars.	Maintaining the road or real estate of the corporation.	Operating the road.	Total.
Allentown.....	116,910	\$260 81	\$6,967 29	\$7,228 10
Citizens', Philadelphia.....	5,092,222	9,115 65	196,554 53	204,670 18
Citizens', Pittsburg.....	2,816,073	6,903 47	88,261 01	95,164 48
Coalville.....	101,402	1,178 58	8,481 69	9,660 27
Easton and South Easton.....	170,757	1,202 13	7,018 91	8,221 04
Empire, (included in report of Citizens' Passenger railway company.)				
Erle City.....	236,743	492 18	10,717 74	11,209 92
Federal Street and Pleasant Valley, (for eleven months.)	823,334	.....	.....	33,682 15
Frankford and Southwark, Philadelphia.....	4,964,179	29,736 86	213,294 02	243,030 88
Germantown, Philadelphia.....	15,090,000	7,405 78	210,835 00	218,240 78
Girard College, Philadelphia*.....	.....	.....	.....	161,981 17
Green and Cortes Street, Philadelphia.....	.....	5,913 38	122,255 87	128,169 25
Harrisburg City.....	129,785	.....	.....	5,922 00
Hestonville, Mantua and Farmount, Philadelphia.....	4,156,007	12,145 87	182,640 09	194,785 96
Lombard and South Street, Philadelphia.....	1,450,000	1,629 21	59,404 20	61,033 41
People's Street, Luzerne county.....	402,922	.....	.....	24,433 44
Philadelphia City, Philadelphia.....	5,350,979	23,289 77	224,839 67	248,179 44
Philadelphia and Gray's Ferry, Philadelphia.....	2,500,000	7,950 19	74,901 69	82,851 88
Pittsburg, Allegheny and Manchester.....	2,383,822	8,510 14	83,471 10	91,981 24
Pittsburg and Birmingham, Pittsburg.....	1,401,812	7,956 66	67,413 06	75,369 72
Pittsburg, Oakland and East Liberty.....	699,085	1,522 67	41,659 66	43,182 33
Ridge Avenue and Manayunk, Philadelphia*.....	.....	34,888 15	46,534 05	81,422 20
Second and Third Street, Philadelphia.....	7,261,417	18,058 30	297,849 74	315,908 04
Seventeenth and Nineteenth Street, Philadelphia.....	2,272,609	4,336 98	86,852 89	91,189 87
Thirteenth and Fifteenth Street, Philadelphia.....	13,167,312	11,405 06	117,210 05	128,675 11
Union, Philadelphia.....	8,677,252	.....	.....	365,348 57
West Philadelphia, Philadelphia.....	17,100,000	31,065 00	263,627 39	294,692 39
Wilkesbarre and Kingston.....	304,292	1,240 00	13,692 00	14,932 00
Williamsport.....	.....	34 57	7,544 18	7,578 75
	66,668,914	226,301 41	2,431,075 83	3,248,724 37

* Fourteen months.

† Estimated.

TABLE D.—RECEIPTS.

Name of company.	From passengers.	Rent.	Manure.	Other sources.	Total.
Allentown.....	\$10,125 78	\$675 00	.....	.....	\$10,800 78
Citizens', Philadelphia.....	305,535 44	.....	\$3,436 27	\$4,030 34	313,002 05
Citizens', Pittsburg.....	163,200 79	1,050 50	355 00	4,134 94	168,771 23
Coalville.....	11,157 75	.....	.....	.....	11,157 75
Easton and South Easton.....	9,480 14	102 00	.....	175 00	9,757 14
Erie City.....	13,816 88	174 67	80 00	300 00	14,371 55
Federal Street and Pleasant Valley, (for eleven months,).....	350,944 67	.....	.....	.....	41,166 71
Frankford and Southwark, Philadelphia.....	352,067 13	360 00	3,795 45	799 16	335,899 28
Germanatown, Philadelphia.....	217,573 58	.....	4,107 50	7,411 00	363,555 63
Girard College, Philadelphia, (fourteen months,).....	169,023 17	.....	.....	.....	217,573 58
Green and Coates Street, Philadelphia.....	6,489 31	.....	2,520 00	993 92	172,537 09
Harrisburg City.....	259,750 75	2,708 04	.....	.....	6,489 31
Hestonville, Mantua and Fairmount, Philadelphia.....	79,306 31	.....	3,789 17	44,710 52	310,658 48
Lombard and South Street, Philadelphia.....	32,237 03	43 00	670 32	16,973 84	93,350 47
People's Street, Luzerne county.....	341,038 59	171 00	40 00	753 13	33,073 16
Philadelphia City, Philadelphia.....	114,690 01	500 00	3,702 43	2,070 12	346,982 14
Philadelphia and Gray's Ferry, Philadelphia.....	138,448 32	.....	1,761 50	3,353 44	120,304 95
Pittsburg, Allegheny and Manchester.....	84,045 12	296 32	500 00	428 40	139,376 72
Pittsburg and Birmingham, Pittsburg.....	48,175 95	.....	.....	555 00	84,836 44
Pittsburg, Oakland and East Liberty.....	45,834 02	.....	61 92	860 00	49,097 87
Ridge Avenue and Manayunk, Philadelphia, (14 months,).....	471,992 05	.....	.....	37,600 00	83,434 02
Second and Third Street, Philadelphia.....	127,882 33	.....	7,792 16	4,250 07	484,034 23
Seventeenth and Nineteenth Street, Philadelphia.....	169,219 43	2,223 94	1,887 50	4,973 91	134,743 74
Thirteenth and Fifteenth Street, Philadelphia.....	555,741 74	.....	2,036 03	.....	173,479 40
Union, Philadelphia.....	401,787 27	1,055 00	6,077 00	3,659 61	565,478 35
West Philadelphia, Philadelphia.....	22,976 00	.....	3,571 00	9,352 43	415,795 70
Wilkesbarre and Kingston.....	10,435 93	.....	.....	634 00	23,610 00
Williamsport.....	4,492,975 49	9,419 47	46,183 25	145,018 83	4,734,763 75

TABLE E.—ACCIDENTS.

Name of company.	PASSEN'S.		EMPLOY'S.		OTHERS.		TOTAL.	
	Killed....	Injured..	Killed....	Injured..	Killed....	Injured..	Killed....	Injured..
Citizens', Philadelphia.....	1	.....	.....	.....	1	.....	2	.....
Federal Street and Pleasant Valley .....	.....	.....	.....	.....	2	.....	.....	2
Frankford and Southwark, Philadelphia.....	.....	2	.....	.....	1	.....	.....	3
Lombard and South Street, Philadelphia.. ..	.....	1	.....	.....	1	1	1	2
Philadelphia City, Philadelphia.....	.....	2	.....	.....	1	1	1	3
Philadelphia and Gray's Ferry, Philadelphia.....	.....	.....	1	1	.....	.....	1	1
Pittsburg, Allegheny and Manchester.....	.....	.....	.....	.....	2	.....	.....	2
Pittsburg and Birmingham, Pittsburg .....	.....	.....	.....	.....	1	.....	1	.....
Pittsburg, Oakland and East Liberty.....	.....	.....	.....	.....	1	.....	1	.....
Second and Third Street, Philadelphia.....	.....	5	.....	.....	2	.....	.....	7
Thirteenth and Fifteenth Street, Philadelphia.....	1	2	.....	.....	1	1	2	3
West Philadelphia, Philadelphia .....	.....	2	.....	.....	1	.....	1	2
	2	14	1	1	7	10	10	25

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Allentown		\$29,813 75	\$30,313 75	\$30,500 00	\$36,600 00
Citizens', Philadelphia.....	\$192,750 00	192,750 00	192,750 00	192,750 00	192,750 00
Citizens', Pittsburg.....	166,000 00	176,000 00	184,000 00	184,000 00	184,000 00
Coalville.....					30,254 94
Easton and South Easton.....	24,500 00	26,000 00	29,562 50	29,562 50	29,562 50
Erie City.....			18,550 00	19,807 00	19,807 00
Federal Street and Pleasant Valley.....					68,000 00
Frankford and Southwark, Philadelphia.....	491,650 00	491,750 00	491,750 00	491,750 00	491,750 00
Germanatown, Philadelphia.....	112,245 00	112,245 00	307,545 00	307,545 00	307,545 00
Girard College, Philadelphia.....	170,000 00	170,000 00	170,000 00	170,000 00	170,000 00
Green and Coates Street, Philadelphia.....	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Harrisburg City.....	41,994 77	41,994 77	41,994 77	41,994 77	41,994 77
Hestonville, Mantua and Fairmount, Philadelphia.....		306,390 36	306,390 36	306,385 03	299,423 61
Lombard and South Street, Philadelphia.....	90,000 00	90,000 00	90,000 00	105,000 00	105,000 00
People's Street, Luzerne county	34,800 00	104,028 45	125,230 00	125,500 00	125,500 00
Philadelphia City, Philadelphia.....	225,000 00	225,000 00	225,000 00	225,000 00	225,000 00
Philadelphia and Darby, Philadelphia.....	160,000 00	160,000 00	200,000 00	200,000 00	200,000 00
Philadelphia and Gray's Ferry, Philadelphia.....	285,307 00	285,307 00	285,307 00	285,307 00	290,175 00
Pittsburg, Allegheny and Manchester.....	110,000 00	124,000 00	140,000 00	140,000 00	140,000 00
Pittsburg and Birmingham, Pittsburg.....	76,000 00	82,000 00	88,000 00	100,000 00	100,000 00
Pittsburg, Oakland and East Liberty					130,000 00
Ridge Avenue and Manayunk, Philadelphia	120,500 00	120,500 00	120,500 00	120,500 00	158,100 00
Schuylkill River.....	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Second and Third Street, Philadelphia.....	339,007 25	573,387 25	573,387 25	573,417 25	573,417 25
Seventeenth and Nineteenth Street, Philadelphia.....	130,000 00	130,000 00	160,000 00	160,000 00	160,000 00
Union, Philadelphia	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
West Philadelphia, Philadelphia.....	375,000 00	375,000 00	400,000 00	400,000 00	400,000 00
Wilkesbarre and Kingston.....	49,800 00	50,000 00	50,000 00	100,000 00	100,000 00
Williamsport	15,600 00		15,600 00	15,600 00	15,600 00

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Allentown.....		\$12,191 55	\$11,900 00	\$10,733 21	\$10,000 00
Citizens', Pittsburg.....	\$63,300 00	64,000 00	57,700 00	57,700 00	57,700 00
Coalville.....					15,000 00
Empire.....					83,500 00
Erie City.....			17,271 73	20,295 73	20,457 73
Federal Street and Pleasant Valley.....					25,000 00
Frankford and Southwark, Philadelphia.....	200,000 00	200,000 00	198,000 00	217,500 00	307,000 00
German town, Philadelphia.....	370,000 00	350,000 00	350,000 00	350,000 00	350,000 00
Green and Coates Street, Philadelphia.....	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Harrisburg City.....	11,998 13	12,012 92	11,904 75	14,104 75	14,104 75
Hestonville, Mantua and Fairmount, Philadelphia.....		168,992 33	165,900 00	165,400 00	133,100 00
Lombard and South Street, Philadelphia.....	68,100 00	73,000 00	73,962 20	62,500 00	62,500 00
Philadelphia City, Philadelphia.....	211,911 43	221,264 71	221,264 71	225,230 54	225,236 79
Philadelphia and Darby, Philadelphia.....	89,000 00	89,000 00	57,000 00	57,000 00	57,000 00
Philadelphia and Gray's Ferry, Philadelphia.....		5,500 00	5,500 00	6,500 00	6,500 00
Pittsburg, Allegheny and Manchester.....	59,916 79	39,950 00	25,433 57	23,000 00	23,000 00
Pittsburg, and Birmingham, Pittsburg.....	20,000 00	40,681 89	55,531 42	63,848 56	67,854 38
Pittsburg, Oakland and East Liberty.....					72,275 01
Ridge Avenue and Manayunk, Philadelphia.....	63,300 00	63,300 00	63,300 00	73,300 00	68,300 00
Second and Third Street, Philadelphia.....	182,288 35	109,300 00	119,300 00	109,300 00	109,300 00
Seventeenth and Nineteenth Street, Philadelphia.....		37,408 11	7,408 11		121,220 51
Union, Philadelphia.....	300,000 00	300,000 00	300,000 00	300,000 00	500,000 00
West Philadelphia, Philadelphia.....	100,000 00	115,000 00	100,000 00	100,000 00	100,000 00
Williamsport.....	6,127 04		20,965 82	25,889 42	27,212 87

COMPARATIVE STATEMENT OF INTEREST ON FUNDED DEBT, AND CASH OR STOCK DIVIDENDS DECLARED
FOR FIVE YEARS.

Name of company.	INTEREST ON FUNDED DEBT.					DIVIDENDS DECLARED.				
	1867.	1868.	1869.	1870.	1871.	1867.	1868.	1869.	1870.	1871.
Allentown.....					6	12	12	14		*50
Citizens', Philadelphia.....						20	18	18	†\$7 00	†\$7 00
Citizens', Pittsburg.....	7	7	7	7	7				15	22
Coalville.....										*10
Easton and South Easton.....						2		*150-2½	8	5
Erie City.....			7	7	7					
Frankford and Southwark, Philadelphia.....	7	7	7	7	7			6	6	6
Germantown, Philadelphia.....	7	7	7	7	7					
Girard College, Philadelphia.....						†\$2 00	†\$2 00	†\$2 00	†3 00	†3 00
Green and Coates Street, Philadelphia.....						†1 50	†2 00	†2 50	†3 00	†4 00
Harrisburg City.....	7	7	7	7	7					
Hestonville, Mantua and Fairmount, Philadelphia.....	7	7	7	7	7			†20	†50	†1 10
Lombard and South Street, Philadelphia.....										11.9
People's Street, Luzerne county.....							15	6	10	21
Philadelphia City, Philadelphia.....	6	6	6	6	6	†1 50	†3 00	†3 00	†3 00	†3 00
Philadelphia and Darby, Philadelphia.....	7	7	7	7	7	10½	4		4	4
Philadelphia and Gray's Ferry, Philadelphia.....						3	7	8		
Pittsburg, Allegheny and Manchester.....	7	7	7	7	7	†2 50	*7	4		†2 25
Pittsburg and Birmingham, Pittsburg.....	7	7	7	7	7	*4 00	†3 00	†3 00	*16 00	20
Pittsburg, Oakland and East Liberty.....										
Ridge Avenue and Manayunk, Philadelphia.....	6,7	6,7	6,7	6,7	6,7	†50			†50	
Schuylkill River.....										
Second and Third Street, Philadelphia.....	7	7	7	7	7	10	7	6	10	9
Seventeenth and Nineteenth Street, Philadelphia.....										
Thirteenth and Fifteenth Street, Philadelphia.....										
Union, Philadelphia.....	6	6	6	6	6,7	†1 50	†2 50	†3 00	5½	†4 00
West Philadelphia, Philadelphia.....	7	7	7	7	7	10	10	10	10	10
Wilkesbarre and Kingston.....										5

* Stock.

† Per share.

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Allentown.....	.....	\$27,673 72	\$27,739 17	\$30,118 65	\$31,452 39
Citizens', Philadelphia.....	\$176,048 70	179,635 29	179,635 29	207,234 18	212,320 14
Citizens', Pittsburg.....	230,479 77	234,045 25	234,437 23	244,884 90	249,894 90
Coalville.....	.....	.....	.....	.....	45,039 41
Easton and South Easton.....	22,421 75	24,275 13	25,230 13	25,230 13	25,962 50
Empire.....	.....	.....	.....	.....	97,000 00
Erie City.....	.....	.....	32,914 99	32,290 79	36,957 47
Frankford and Southwark, Philadelphia.....	766,490 86	762,490 86	762,440 86	786,241 79	830,364 04
Germanatown, Philadelphia.....	562,270 00	562,270 00	562,270 00	562,270 00	562,270 00
Girard College, Philadelphia.....	170,864 02	171,712 30	173,657 08	174,657 08	177,496 83
Green and Coates Street, Philadelphia.....	234,463 70	236,219 95	239,745 61	243,615 55	244,441 56
Harrisburg City.....	57,948 20	60,119 55	60,119 55	60,249 55	60,249 55
Hestonville, Mantua and Fairmount, Philadelphia.....	.....	472,688 69	470,618 69	471,248 69	388,016 69
Lombard and South Street, Philadelphia.....	162,957 28	165,627 28	166,567 28	168,555 16	170,180 86
People's Street, Luzerne county.....	34,800 00	110,906 61	126,001 29	134,916 73	138,250 49
Philadelphia City, Philadelphia.....	436,911 43	446,264 71	446,264 71	450,230 54	450,236 79
Philadelphia and Darby, Philadelphia.....	250,419 53	250,419 53	258,419 53	257,030 00	257,000 00
Philadelphia and Gray's Ferry, Philadelphia.....	286,583 36	293,548 14	295,000 69	299,126 68	299,126 68
Pittsburg, Allegheny and Manchester.....	146,895 10	143,123 42	144,118 97	144,201 97	146,201 97
Pittsburg and Birmingham, Pittsburg.....	82,845 85	108,488 59	114,661 20	132,615 46	135,913 53
Pittsburg, Oakland and East Liberty.....	.....	.....	.....	.....	121,805 25
Ridge Avenue and Manayunk, Philadelphia.....	179,635 59	179,635 59	179,635 59	182,540 47	223,615 29
Schuylkill River.....	47,463 54	47,463 54	47,463 54	47,463 54	47,463 54
Second and Third Street, Philadelphia.....	487,936 68	628,843 00	640,528 87	644,143 00	695,223 00
Seventeenth and Nineteenth Street, Philadelphia.....	114,368 06	116,918 06	119,668 06	119,821 69	186,402 95
Union, Philadelphia.....	764,927 03	764,927 03	787,340 71	804,213 51	998,035 82
West Philadelphia.....	479,705 99	571,055 26	549,906 58	556,938 36	584,898 36
Wilkesbarre and Kingston.....	70,285 42	92,332 67	94,633 37	94,833 37	94,833 37
Williamsport.....	20,367 09	.....	32,692 83	38,550 33	38,625 33

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Allentown.....				100,692	116,910
Citizens', Philadelphia.....	3,500,000	3,646,303	3,902,356	4,101,008	5,092,222
Citizens', Pittsburgh.....	2,438,970	2,326,088	2,405,709	2,626,130	2,816,073
Coalville					101,402
Easton and South Easton.....	93,361	163,228	154,114	177,048	170,757
Erie City			201,274	*270,706	236,743
Federal Street and Pleasant Valley.....					†823,334
Frankford and Southwark, Philadelphia	4,000,000	4,385,779	4,540,779	4,867,118	4,964,179
Germanstown, Philadelphia	3,400,000	3,900,000	4,050,000	4,826,570	5,090,000
Harrisburg City.....	162,945	185,444	124,346	119,335	129,785
Hestonville, Mantua and Fairmount, Philadelphia		3,607,233	3,880,875	3,836,455	4,156,007
Lombard and South Street, Philadelphia.....	1,200,060	1,300,000	1,450,000	1,450,000	1,450,000
People's Street, Luzerne county.....	45,000	185,192	290,852	500,822	402,922
Philadelphia City, Philadelphia	3,845,941	4,175,418	4,261,152	4,406,323	5,350,979
Philadelphia and Gray's Ferry, Philadelphia.....	1,712,891	1,700,000	1,700,000	*2,200,000	2,500,000
Pittsburg, Allegheny and Manchester.....		2,284,598	2,364,545	2,455,026	2,383,822
Pittsburg and Birmingham, Pittsburg	1,221,143	1,157,122	1,281,216	1,389,781	1,401,812
Pittsburg, Oakland and East Liberty.....					699,085
Second and Third Street, Philadelphia	7,500,000	6,559,148	7,873,497	*9,685,549	7,231,417
Seventeenth and Nineteenth Street, Philadelphia.....		1,305,986	1,731,483	2,037,624	2,272,609
Thirteenth and Fifteenth Street, Philadelphia.....		2,586,539	3,069,749	*3,899,538	3,167,312
Union, Philadelphia.....		6,324,921	7,034,606	7,590,541	8,677,252
West Philadelphia, Philadelphia			6,100,000	6,500,000	7,100,000
Wilkesbarre and Kingston.....	125,000	180,000	240,000	*352,800	304,292

* Fourteen months.

† Eleven months.

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Allentown.....	.....	\$3,680 77	\$6,451 68	\$5,984 45	\$7,228 10
Citizens', Philadelphia.....	\$124,336 24	137,717 93	138,536 26	153,198 68	204,670 18
Citizens', Pittsburgh.....	91,828 55	93,596 26	97,116 98	92,198 01	95,161 48
Coalville.....	.....	.....	.....	.....	9,660 27
Easton and South Easton.....	4,543 34	6,570 05	6,006 45	7,020 38	8,221 04
Erie City.....	.....	.....	9,761 59	*12,571 14	11,209 92
Federal Street and Pleasant Valley.....	.....	.....	.....	.....	†33,662 15
Frankford and Southwark, Philadelphia.....	238,146 40	226,636 99	233,102 98	246,903 16	243,030 88
Germanatown, Philadelphia.....	220,992 69	225,802 08	239,205 74	215,986 85	218,240 78
Girard College, Philadelphia.....	96,226 27	92,223 25	101,377 72	124,219 89	*161,981 17
Green and Coates Street, Philadelphia.....	160,835 00	144,505 49	136,118 88	137,097 59	128,169 25
Harrisburg City.....	10,332 52	9,608 43	7,058 45	5,728 69	5,922 00
Hestonville, Mantua and Fairmount, Philadelphia.....	.....	194,683 13	213,555 83	190,669 39	194,785 96
Lombard and South Street, Philadelphia.....	53,483 48	56,734 66	66,055 99	63,493 88	61,053 41
People's Street, Luzerne county.....	2,218 33	10,283 36	18,390 79	24,640 63	24,433 44
Philadelphia City, Philadelphia.....	173,032 99	183,090 57	171,681 14	230,415 83	248,179 44
Philadelphia and Gray's Ferry, Philadelphia.....	70,545 01	67,605 50	61,150 03	*80,096 16	82,851 88
Pittsburg, Allegheny and Manchester.....	116,006 59	95,512 96	82,835 53	85,488 29	91,981 24
Pittsburg and Birmingham, Pittsburg.....	53,302 39	57,908 28	68,186 79	63,589 64	75,369 72
Pittsburg, Oakland and East Liberty.....	.....	.....	.....	.....	43,182 33
Ridge Avenue and Manayunk, Philadelphia.....	34,074 18	34,538 15	31,808 17	39,263 91	*81,422 20
Second and Third Street, Philadelphia.....	302,707 83	321,034 24	308,762 02	*347,517 57	315,908 04
Seventeenth and Nineteenth Street, Philadelphia.....	58,343 63	65,908 92	71,294 61	72,843 53	91,189 87
Thirteenth and Fifteenth Street, Philadelphia.....	109,568 58	98,886 37	102,602 79	*139,665 62	128,675 11
Union, Philadelphia.....	323,757 65	334,987 49	368,941 86	382,439 42	365,348 37
West Philadelphia, Philadelphia.....	230,366 09	258,517 32	275,136 46	282,560 71	294,692 39
Wilkesbarre and Kingston.....	4,695 71	8,001 23	11,801 42	*16,412 00	14,932 00
Williamsport.....	8,246 08	.....	6,080 44	*7,762 14	7,578 75

* Fourteen months.

† Eleven months.

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Allentown.....		\$3,771 36	\$9,088 72	\$9,569 06	\$10,800 78
Citizens', Philadelphia.....	\$208,983 88	227,399 44	240,293 21	251,773 65	313,002 05
Citizens', Pittsburg.....	144,008 31	139,863 53	145,568 15	155,156 28	167,771 23
Coalville.....					11,157 75
Easton and South Easton.....	4,971 11	10,444 07	8,565 05	9,795 66	9,757 14
Erie City.....			12,443 81	*16,143 15	14,371 55
Federal Street and Pleasant Valley.....					†41,166 71
Frankford and Southwark, Philadelphia.....					335,899 28
Germantown, Philadelphia.....	295,141 91	299,237 90	308,138 06	329,605 28	363,555 63
Girard College, Philadelphia.....	284,574 13	322,439 51	348,021 09	356,759 38	*217,573 58
Green and Coates Street, Philadelphia.....	112,204 20	117,342 28	136,884 95	161,904 76	172,537 09
Harrisburg City.....	170,439 48	187,103 17	176,078 35	180,210 98	6,459 31
Hestonville, Mantua and Fairmount, Philadelphia.....	9,776 71	9,272 52	7,280 35	5,996 97	310,933 48
Lombard and South Street, Philadelphia.....		262,828 96	283,927 07	262,889 74	93,950 47
People's Street, Luzerne county.....	66,529 37	70,352 72	78,378 30	100,784 77	33,073 16
Philadelphia City, Philadelphia.....	4,600 00	16,003 04	27,721 46	42,294 87	346,982 14
Philadelphia and Gray's Ferry, Philadelphia.....	226,043 60	250,556 82	255,815 73	321,866 35	120,304 95
Pittsburg, Allegheny and Manchester.....	93,888 07	87,642 72	83,642 22	*116,644 73	139,376 72
Pittsburg and Birmingham, Pittsburg.....	138,501 05	133,263 37	134,686 06	144,002 91	84,806 44
Pittsburg, Oakland and East Liberty.....	74,852 22	70,706 17	81,702 01	84,200 33	44,097 57
Ridge Avenue and Manayunk, Philadelphia.....	40,799 40	36,111 30	41,494 62	36,970 25	*85,434 02
Second and Third Street, Philadelphia.....	408,155 84	524,610 72	401,156 31	*501,139 40	484,034 28
Seventeenth and Nineteenth Street, Philadelphia.....	69,627 54	79,754 46	105,467 32	111,446 47	134,743 74
Thirteenth and Fifteenth Street, Philadelphia.....	131,728 41	146,241 43	170,503 67	*215,077 67	173,479 40
Union, Philadelphia.....	336,348 59	420,293 53	463,268 49	497,452 73	565,478 35
West Philadelphia, Philadelphia.....	281,058 31	321,374 46	393,731 63	376,444 32	415,795 70
Wilkesbarre and Kingston.....	12,118 95	13,883 18	19,120 00	*27,714 00	23,600 00
Williamsport.....	9,565 64		8,384 09	9,530 31	10,455 93

* Fourteen months.

† Eleven months.

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

Name of company.	1867.		1868.		1869.		1870.		1871.	
	Killed....	Injured..	Killed....	Injured..	Killed....	Injured..	Killed....	Injured..	Killed....	Injured..
Allentown.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Citizens', Philadelphia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Citizens', Pittsburg	1	.....	1	.....	.....	.....	2	.....	.....	.....
Easton and South Easton	1	2	1	2	.....	.....	1	1	.....	.....
Erie City .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Federal Street and Pleasant Valley .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Frankford and Southwark, Philadelphia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Germanatown, Philadelphia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Girard College, Philadelphia	1	3	1	3	.....	.....	.....	.....	.....	.....
Green and Coates Street, Philadelphia	1	.....	1	.....	.....	.....	.....	.....	.....	.....
Harrisburg City	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hestonville, Mantua and Fairmount, Philadelphia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lombard and South Street, Philadelphia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
People's Street, Luzerne county	1	1	2	2	.....	.....	.....	.....	.....	.....
Philadelphia City, Philadelphia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Gray's Ferry, Philadelphia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg, Allegheny and Manchester .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg and Birmingham, Pittsburg .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg, Oakland and East Liberty .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ridge Avenue and Manayunk, Philadelphia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Second and Third Street, Philadelphia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seventeenth and Nineteenth Street, Philadelphia	1	7	1	5	.....	.....	.....	.....	.....	.....
Thirteenth and Fifteenth Street, Philadelphia	1	1	.....	.....	.....	.....	.....	.....	.....	.....
West Philadelphia, Philadelphia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wilkesbarre and Kingston	2	2	1	1	.....	.....	.....	.....	.....	.....

TABULATED RESULTS
COMPILED FROM CANAL REPORTS.

TABLE A.—STOCK AND DEBT.

Name of company.	Capital stock as authorized by law.....	Total amount now paid in of capital stock.....	Total amount of funded debt	Total amount of floating debt.....	Total amount of funded and floating debt.....	Rate per cent. of interest on funded debt.....	Rate per cent. of dividend.....
Delaware and Hudson .....	.....	\$15,000,000 00	\$8,500,000 00	.....	\$8,500,000 00	7	10
Delaware Division.....	\$2,400,000 00	1,635,350 00	800,000 00	.....	800,000 00	6	8
Junction.....	400,000 00	399,000 00	.....	.....	.....	.....	.....
Lehigh coal and navigation.....	.....	8,739,850 00	15,038,655 88	.....	15,038,655 88	6	.....
Monongahela navigation.....	1,003,800 00	1,003,800 00	110,000 00	\$8,178 97	118,178 97	6	9
Muncy	2,625 00	2,625 00	.....	50 45	50 45	.....	.....
Pennsylvania.....	5,000,000 00	4,457,150 00	2,805,000 00	469,600 00	3,274,600 00	6	.....
Schuylkill navigation.....	.....	4,453,048 00	8,617,098 99	86,694 47	8,703,793 46	*6 1-6	†35-†75
Susquehanna.....	1,500,000 00	2,002,746 00	2,636,310 58	270,505 25	2,906,815 83	6	.....
Union.....	2,907,850 00	2,907,850 00	3,000,000 00	.....	3,000,000 00	6	.....
West Branch and Susquehanna	1,500,000 00	1,100,000 00	748,000 00	100,728 40	848,728 40	6	.....
Wiconisco.....	60,000 00	53,925 00	.....	24,600 00	24,600 00	.....	.....
	14,774,275 00	41,758,344 00	42,255,065 45	960,557 54	43,215,422 99	.....	.....

* Average.

† Per share on common stock.

† Per share on preferred stock.

TABLE B.—CHARACTERISTICS OF CANAL.

Name of company.	Cost of canal and fixtures.....	Length of main line of canal, (miles,)..	Length of main line of canal in Penn'a...	Length of branch canals owned, (m's.)	Number of branch or leased canals.....	Number of basins....	No. of houses... ..	No. of locks	No. of weigh-locks...	No. of bridges.....	No. of dams.....	No. of aqueducts	No. of miles of slack-water	No. of boats owned by the company....	No. of boats owned and run by private parties	Average tonnage of boats	Value of real estate held by company, exclusive of canal..
Delaware and Hudson.....	\$7,164,420 14	103	25	.....	.....	.....	120	109	2	158	33	22	3	950	131	125	.....
Delaware Division	2,433,350 00	60	60	.....	.....	4	24	32	1	88	2	10	.....	.....	1,000	95	\$5,000 00
Junction	400,000 00	18	3	.....	.....	3	11	11	.....	40	3	2	7	2	.....	85	.....
Lehigh coal and navigation.....	4,455,000 00	48	48	.....	1	5	46	53	1	14	9	3	12	429	769	80	.....
Monongahela navigation	1,132,452 00	83	83	.....	.....	6	6	8	.....	.....	6	.....	83	4	.....	.....	20,500 00
Muncy	6,795 46	.....	.....	.....	.....	1	.....	.....	.....	2	.....	.....	.....	.....	6	.....	.....
Pennsylvania.....	.....	360	360	.....	1	24	151	169	6	535	29	68	24	144	1,000	110	5,500 00
Schuylkill navigation, (leased to Philadelphia and Reading railroad company,)	13,207,752 17	103.23	108.23	1	.....	19	67	71	.....	113	31	12	50.05	643	130	175	.....
Susquehanna.....	4,857,104 80	45	30	.....	.....	2	28	33	1	13	1	8	2	1	.....	100	45,000 00
Union	5,907,850 00	77.64	77.64	7	.....	8	92	91	2	83	16	17	5	.....	.....	90	.....
West Branch and Susquehanna.....	.....	.....	*	4	.....	58	42	*	*	195	7	25	19	.....	.....	110	.....
Wiconisco.....	512,000 00	12	12	.....	.....	1	4	7	.....	18	1	3	.....	.....	.....	95	12,000 00
	40,076,724 57	920.62	507.62	12	2	131	591	684	13	1,259	138	170	205.80	2,173	3,036	.....	88,000 00

* Included in report of Pennsylvania canal company.

TABLE C.—TONNAGE, EXPENSES AND RECEIPTS.

Name of company.	TONNAGE.		EXPENSES.			RECEIPTS.
	No. of tons of through ft. on main line.	Gross an't ton- nage, includ- ing branc's & leased canals.	Maintain'g the canal or real estate of the corporation.	Operating the canal.	Total.	Total.
Delaware and Hudson.....	.....	1,428,755	\$168,702 98	\$111,908 55	\$280,611 53	\$111,361 38
Delaware Division, (leased to Lehigh coal and navigation company.).....	.....	.....	.....	.....	.....	2,314 24
Junction	3,045	982,188	140,597 93	79,809 18	220,407 11	578,462 12
Lehigh coal and navigation.....	750,037	.....	32,996 55	29,634 02	62,630 57	175,119 70
Monongahela navigation.....	1,901,473	.....	267 02	17 87	284 89	223 44
Muney .....	.....	.....	511,238 76	80,472 66	591,711 42	649,597 72
Pennsylvania.....	.....	1,029,286	212,690 47	117,747 22	330,437 69	1,077,079 12
Schuylkill navigation .....	.....	1,388,681	.....	.....	56,795 57	144,098 64
Susquehanna	433,805	501,674	.....	.....	36,766 74	58,590 33
Union.....	37,671	127,287	.....	.....	.....	.....
West Branch and Susquehanna, (leased to Pennsylvania canal company.).....	.....	.....	.....	.....	6,009 73	9,830 77
Wiconisco.....	84,091	.....	.....	.....	.....	.....
	3,210,122	5,457,871	1,066,493 71	419,589 50	1,585,655 25	2,806,677 46

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Name of company.	Lumber.	Anthracite coal.	Bitumin's coal.	Pig iron.	Railroad iron.	Other iron or castings.
Delaware and Hudson Junction.....	77,125	1,131,709	2,155	.....	.....	*6,637
Lehigh coal and navigation.....	.....	511	.....	.....	.....	38
Monongahela navigation.....	2,021	830,462	2,504	21,776	.....	128
Muncy.....	.....	.....	1,847,609	939	.....	.....
Schuylkill navigation.....	5,391	3,396	.....	.....	325	19
Susquehanna.....	178,801	1,131,391	.....	14,002	.....	16,132
Union.....	55,265	246,865	340	3,154	.....	528
		22,560	963	.....	.....	†2,448
	318,603	3,366,894	1,853,571	39,871	325	25,930

* Includes pig and railroad iron and iron and other ores.

† Includes pig and railroad iron.

TABLE D.—Continued.

Name of company.	Iron and other ores.	Lime and limestone.	Agricult'l products.	Manufactures and merchandise.	Other articles.
Delaware and Hudson Junction.....	.....	2,600	5,045	28,249	175,235
Lehigh coal and navigation.....	.....	1,302	105	.....	1,089
Monongahela navigation.....	51,739	88,797	11,536	734	20,923
Muncy.....	23,745	.....	.....	.....	26,539
Schuylkill navigation.....	59,138	78,167	.....	5	69,662
Susquehanna.....	840	13,738	7,583	11,952	39,578
Union.....	21,974	19,052	334	10,247	4,691
	157,436	203,656	27,449	51,187	338,185

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Delaware and Hudson.....	\$10,000,000 00	\$14,997,300 00	\$15,000,000 00	\$15,000,000 00	\$15,000,000 00
Delaware Division.....	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00
Junction.....	398,910 00	398,910 00	399,050 00	.....	399,000 00
Lehigh coal and navigation.....	8,739,800 00	8,739,800 00	8,739,800 00	8,739,800 00	8,739,800 00
Monongahela navigation.....	.....	.....	.....	1,003,500 00	1,003,800 00
Muncy.....	2,625 00	2,625 00	2,625 00	2,625 00	2,625 00
Pennsylvania.....	2,751,765 00	2,750,000 00	4,300,000 00	4,337,950 00	4,457,150 00
Schuylkill navigation.....	4,797,184 75	4,797,184 75	4,797,184 75	4,797,184 75	4,453,048 00
Susquehanna.....	2,002,746 00	2,002,746 00	2,002,746 00	2,002,746 00	2,002,746 00
Union.....	2,907,850 00	2,907,850 00	2,907,850 00	2,907,850 00	2,907,850 00
West Branch and Susquehanna.....	1,100,000 00	1,100,000 00	1,100,000 00	1,100,000 00	1,100,000 00
Wisconsin.....	58,925 00	58,925 00	58,925 00	58,925 00	58,925 00

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Delaware and Hudson.....	\$531,000 00	\$2,031,000 00	\$3,169,476 00	\$5,000,000 00	\$8,500,000 00
Delaware Division.....	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Lehigh coal and navigation.....	7,990,284 81	14,003,337 48	14,373,891 49	15,662,978 84	15,038,655 88
Monongahela navigation.....	.....	.....	.....	110,000 00	118,178 97
Muncy.....	.....	.....	.....	15 63	50 45
Pennsylvania.....	.....	701,000 00	1,961,000 00	2,232,000 00	3,274,600 00
Schuylkill navigation.....	8,265,036 55	8,299,131 07	8,400,725 99	8,539,030 61	8,703,793 66
Susquehanna.....	2,770,816 50	2,777,606 32	2,827,542 82	2,919,183 94	2,906,815 83
Union.....	3,000,000 00	3,000,000 00	3,020,000 00	3,000,000 00	3,000,000 00
West Branch.....	633,000 00	616,000 00	794,000 00	811,300 00	848,728 40
Wisconsin.....	21,225 00	27,560 00	31,000 00	24,600 00	24,600 00

COMPARATIVE STATEMENT OF COST OF CANAL AND FIXTURES FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Delaware and Hudson.....	\$6,820, 198 49	\$6,888, 184 52	\$6,899, 068 27	\$7,036, 899 52	\$7,164, 420 14
Delaware Division.....	2,433, 350 00	2,433, 350 00	2,433, 350 00	2,433, 350 00	2,433, 350 00
Junction.....	.....	500, 000 00	.....	.....	400, 000 00
Lehigh coal and navigation.....	4,455, 000 00	4,455, 000 00	4,455, 000 00	4,455, 000 00	4,455, 000 00
Monongahela navigation.....	.....	.....	.....	1,115, 452 00	1,132, 452 00
Muncy.....	6,219 84	6,182 62	6,182 62	6,510 57	6,795 46
Schuylkill navigation.....	10,553, 333 42	10,586, 399 80	10,587, 125 74	13,206, 009 78	13,207, 752 17
Susquehanna.....	4,619, 461 21	4,685, 266 68	4,741, 282 89	4,837, 277 98	4,857, 104 80
Union.....	5,907, 850 00	5,907, 850 00	5,907, 850 00	5,907, 850 00	5,907, 850 00
Wisconsinco.....	500, 000 00	500, 000 00	512, 000 00	512, 000 00	512, 000 00

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Delaware and Hudson.....	1,745, 934	1,984, 088	1,604, 654	1,704, 566	1,428, 755
Junction.....	.....	91, 060	82, 011	.....	3, 045
Lehigh coal and navigation.....	*1,464, 889	*2,360, 411	1,046, 474	1,123, 140	982, 188
Monongahela navigation.....	.....	.....	.....	2,246, 910	1,901, 473
Muncy.....	5,028	1,664	3,453	4,045	4,213
Pennsylvania.....	818, 732	810, 832	1,099, 476	1,077, 970	1,029, 286
Schuylkill navigation.....	1,464, 163	1,419, 511	1,100, 667	†879, 743	1,388, 681
Susquehanna.....	413, 877	493, 586	493, 671	483, 235	501, 674
Union.....	149, 102	132, 110	127, 253	110, 760	127, 287
Wisconsinco.....	94, 028	73, 775	116, 611	80, 319	84, 091

* Includes tonnage on leased canals.

† Five months by Schuylkill navigation company; six months by lessees.

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Delaware and Hudson.....	\$499,655 80	\$473,669 34	\$366,170 02	\$337,296 43	\$280,611 53
Junction.....	.....	16,955 10	16,049 17	.....	.....
Lehigh coal and navigation.....	106,794 98	137,035 61	182,342 61	163,265 77	220,407 11
Monongahela navigation.....	.....	.....	.....	75,222 50	62,630 57
Muncy.....	28 16	43 00	41 86	362 14	284 89
Pennsylvania.....	205,902 13	227,633 23	476,866 91	466,663 61	591,711 42
Schuylkill navigation.....	205,325 63	156,948 62	139,783 18	*238,333 27	330,437 69
Susquehanna.....	92,125 48	77,403 07	72,394 24	59,957 11	56,795 57
Union.....	68,754 34	55,522 44	58,698 05	55,749 92	36,766 74
Wisconsin.....	13,648 27	9,000 00	14,279 58	6,977 33	6,009 73

* Five months by Schuylkill navigation company; six months by lessees.

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

Name of company.	1867.	1868.	1869.	1870.	1871.
Delaware and Hudson.....	\$114,648 99	\$97,539 18	\$110,610 38	\$107,947 09	\$111,361 38
Junction.....	.....	.....	13,253 35	.....	2,314 24
Lehigh coal and navigation.....	406,045 02	380,455 31	405,174 28	344,307 89	578,462 12
Monongahela navigation.....	.....	.....	.....	220,216 06	175,119 70
Muncy.....	241 87	193 34	220 29	293 27	223 44
Pennsylvania.....	262,654 75	258,340 22	735,303 14	609,552 24	649,597 72
Schuylkill navigation.....	1,645,093 99	1,162,855 04	1,159,085 24	*501,159 56	1,077,079 12
Susquehanna.....	155,872 98	166,589 04	167,435 08	135,161 60	144,098 04
Union.....	75,279 27	60,829 98	43,587 16	59,952 62	58,590 33
Wisconsin.....	10,197 76	9,785 20	11,641 41	8,325 74	9,830 77

* Five months by Schuylkill navigation company; six months by lessees.

TABULATED RESULTS
COMPILED FROM TELEGRAPH REPORTS.

TABLE A.—STOCK AND DEBT.

Name of company.	Capital stock as authorized by law.	Amount paid in as by last report.	Total am't now paid in of capital stock.	Total am't of funded and floating debt.	Rate per ct. of int't on fun. debt.	Rate per ct. of dividends.....
Franklin.....	\$1,000,000 00	\$1,000,000 00	\$1,000,000 00	\$134,500 00	7	.....
Pacific and Atlantic.....	3,000,000 00	1,861,225 00	1,949,025 00	.....	.....	.....
Philadelphia, Reading and Pottsville.....	50,000 00	20,000 00	20,000 00	78,878 17	.....	.....
Western Union.....	41,074,710 00	.....	41,074,710 00	.....	.....	.....
	45,124,710 00	2,881,225 00	44,043,735 00	213,378 17	.....	.....

TABLE B.—CHARACTERISTICS OF LINE.

Name of company.	Cost of line and equipment.....	Length of main line in miles.....	Length of main line in Pennsylvania.....	Number of stations, (entire line,).....	Number of stations in Pennsylvania.....	Number of instruments in use, (entire line,).....	Number of instruments in use in Pennsylvania.	No. of persons employed in operating and maintaining line.....	No. of persons employed in operat'g and maint'g the line in Penn'a.....	Number of messages sent during the year, (entire line,).....	Number of messages sent during the year in Pennsylvania.....	No. of messages received during the year, (entire line,).....	No. of messages received during the year in Pennsylvania.....
Franklin.....	\$545,000 00	750	30	37	5	124	14	189	20	441,923	45,719	416,309	68,412
Pacific and Atlantic.....	*1,973,105 13	*4,450	*873	*215	*58	.....	.....	*562	*164	*816,721	*321,442	*767,139	*286,807
Phila., Reading & Pottsville,	113,276 22	101	572	176	176	323	323	238	238	103,418	106,418	103,418	106,418
Western Union.....	.....	*37,000	*1,700	*4,606	*326	*5,974	.....	*6,717	*390	*9,902,610	.....	*9,902,610	.....
	2,631,331 35	62,301	3,175	5,034	565	6,421	537	7,706	812	11,267,672	473,579	11,192,476	461,637

* Approximated.

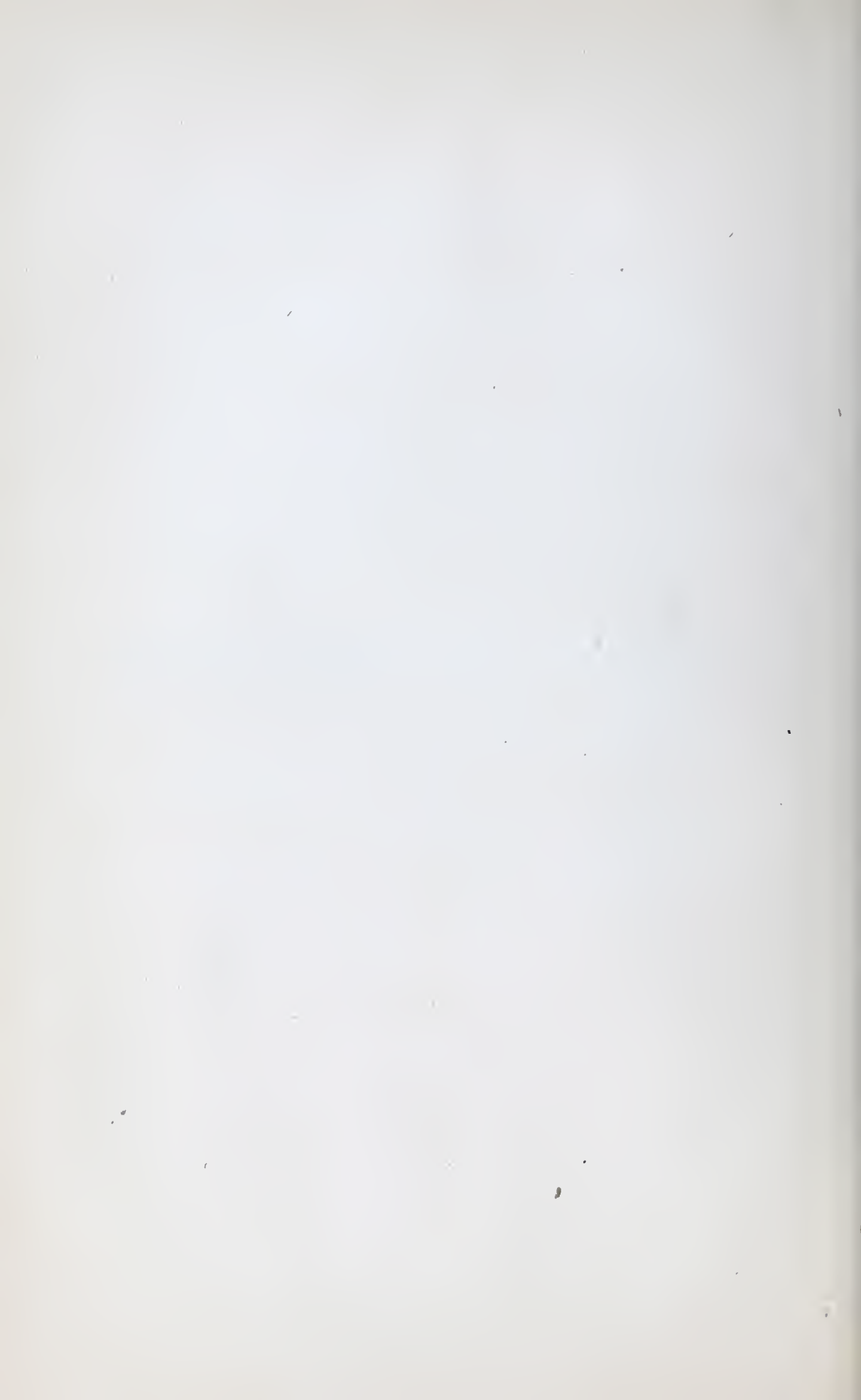
TABLE C.—EXPENSES AND RECEIPTS.

Name of company.	Gross expenses of entire line.	Gross expenses in Pennsylvania.	Gross receipts of en- tire line.	Gross receipts in Pennsylvania.
Franklin	*\$201,000 00	*\$21,876 92	*\$204,500 00	*\$22,903 12
Pacific and Atlantic	*367,399 07	*120,000 00	*397,013 17	*132,325 00
Philadelphia, Reading and Pottsville.....	37,334 72	37,334 72	35,124 87	35,124 87
Western Union.....	5,193,102 26	.....	7,867,082 28	.....
	5,798,836 05	179,211 64	8,503,720 32	190,352 99

* Approximated.



RAILROAD COMPANIES.



REPORTS OF COMPANIES.

(No. 1.)

ALLEGHENY VALLEY.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared William Phillips, president, and William A. Tomlinson, treasurer, of the Allegheny Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) W. PHILLIPS, *President.*
W. A. TOMLINSON, *Treasurer.*

Sworn and subscribed before me, this }
3d day of February, 1872. }

C. O'DONNELL, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$5,000,000 00	
Amount of stock subscribed.....	2,256,350 00	
Amount paid in as by last report.....	2,256,300 00	
Total amount now paid in of capital stock	2,256,350 00	
Funded debt, as per last report.....	3,963,000 00	
The amount now of funded debt, (classified and date of maturity,) as follows:		
1st mortgage bonds, (date of maturity, July 1, 1875,).....	\$63,000 00	
2d mortgage bonds, (date of maturity, October 1, 1893,)	9,000 00	
General mortgage bonds, (date of maturity, March 1, 1896,).....	3,889,000 00	
	<hr/>	3,961,000 00

Floating debt, as by last report.....	\$295,819 59
The amount now of floating debt	502,437 19
Total amount now of floating and funded debt....	4,463,437 19
Rate per cent. per annum of interest on funded debt:	
1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; general mortgage, 7 $\frac{3}{4}$ per cent.	
Date and rate per cent. per annum of dividend or dividends—stock, cash.....	None.
Number of shares of stock issued.....	45,127 00
Par value of each share.....	\$50 00
Average market value during the year.....	20 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Equipment.....	<u>\$8,316,616 70</u>	<u>\$9,747,216 05</u>

CHARACTERISTICS OF ROAD.

Length of main line of road.....	132 miles.
Length of main line road laid.....	132 “
Length of main line of road laid in Pennsylvania..	132 “
Length of double track of road	4 “
Length of sidings.....	39.90 “
Gauge of road	4 ft. 9 in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length, viz: Eastern extension of Allegheny Valley railroad, 110 miles, to Driftwood, under construction.	
Roads worked or leased by the company	None.
Number of engine houses and shops: 4 engine houses, 1 machine and blacksmith shop.	
Number of engines	4
Number of first class passenger cars, (average cost of each, \$5,000,).....	12

Number of baggage, mail and express cars, (average cost of each, \$3,000,).....	7
Number of box cars, (average cost of each, \$740,)..	271
Number of gondola cars, (average cost of each, \$575,).....	541
Number boiler tank cars, (average cost of each, (\$1,000,)	244
Number of iron bridges, (total length in feet, 1,111,)	5
Number of wooden bridges, (total length in feet, 1,610,)	19
Number of stone bridges.....	None.
Number of stations on main road, (passenger only, 11; freight and passenger, 31,).....	42
Number of wood and water stations on main road,	17
How is track laid, and on what foundation? Hard stone ballast.	
Length in miles with steel rail.....	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger cars.....	1,212,180
Number of miles run by freight cars.....	8,408,683
Number of miles run by coal cars.....	556,228
Number of through passengers for the year on main road	14,844
Number of passengers (all classes) carried in cars..	578,084
Number of tons of 2,000 lbs. of through freight for the year on main road	75,765
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,008,798
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops.....	25
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines.....	33
Weight of freight engines	33

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1870.....	38,738	May, 1871.....	53,428
December, 1870.....	41,997	June, 1871.....	47,839
January, 1871.....	33,692	July, 1871.....	59,952
February, 1871.....	34,983	August, 1871.....	55,451
March, 1871.....	48,081	September, 1871.....	56,410
April, 1871.....	48,362	October, 1871.....	59,151

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	None.	Stone and lime.....	40,295
Bituminous coal.....	396,589	Agricultural products.....	17,146
Petroleum and other oils.....	330,386	Merchandise and manufactures,	72,110
Pig iron.....	43,625	Live stock.....	714
Railroad iron.....	15,495	Lumber.....	30,496
Other iron or casting, (included in manufactures.)	/	Other articles.....	3,648
Iron and other ores.....	58,294	Total.....	<u>1,008,798</u>

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3½ cents.
For first class way passengers.....	3½ “
For second class through passengers, and for second class way passengers.....	<u>Have none.</u>

The rate per ton, (of 2,000 lbs.,) per mile, charged for freight:

For through freight, per ton per mile.....	2¾ cents.
For through coal, per ton per mile.....	2 “
For local freight, per ton per mile.....	3 “
For local coal, per ton per mile.....	<u>3 “</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings.....	\$193,838 57
Taxes on real estate.....	<u>5,752 78</u>
Total.....	<u>199,591 35</u>

Repairs of machinery:

Repairs of engines and tenders.....	\$76,814 76
Repairs of passenger and baggage cars.....	28,372 62
Repairs of freight cars.....	41,605 57
Repairs of tools and machinery in shops	3,176 14
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	55,227 30
Total	<u>205,196 39</u>

Operating the road:

Office expenses, stationery, &c.....	\$19,169 22
Agents and clerks.....	46,419 12
Labor—loading and unloading freight.....	13,618 21
Porters, watchmen and switch tenders	25,306 85
Car cleaning and inspecting, furniture and fixtures,	14,450 42
Conductors, baggage masters and brakemen	95,624 50
Engineers and firemen.....	67,809 79
Fuel and cost of preparing for use	51,354 62
Oil and waste for engines and tenders, passenger, baggage and freight cars	11,848 84
Telegraph, mail and station expenses.....	26,307 84
Loss and damage of goods and baggage.....	4,032 21
Use of freight cars	10,322 41
Shoveling snow.....	1,394 00
Damage for injury of persons.....	4,276 60
General superintendence.....	35,772 12
Contingencies	114,367 64
Total.	<u>542,074 39</u>

Receipts on construction and equipment account during the year:

From other sources.....	\$1,430,599 35
Total	<u>1,430,599 35</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscellaneous.	Total.
Nov., 1870.....	\$30,791 31	\$112,763 85	\$1,548 75	\$190 99	\$125 48	\$145,420 33
Dec., 1870.....	29,729 96	95,919 67	1,548 75	116 55	293 83	127,608 76
January, 1871,	25,352 64	93,693 32	1,548 75	8 55	866 69	121,469 95
Feb., 1871.....	22,756 43	83,922 82	1,548 75	515 15	113 83	108,856 98
March, 1871...	36,602 42	89,452 73	1,548 75	398 05	109 83	128,111 78
April, 1871....	31,626 69	90,993 00	1,548 75	421 14	653 20	125,247 78
May, 1871.....	38,856 22	113,619 64	1,548 75	344 61	121 83	154,491 05
June, 1871.....	34,379 86	111,628 95	1,548 75	974 10	112 33	148,643 99
July, 1871.....	43,585 82	114,305 76	1,548 75	412 00	1,009 68	160,862 01
August, 1871..	43,741 31	116,731 49	1,548 75	.....	114 33	162,135 88
Sept., 1871.....	44,719 23	123,155 24	1,548 75	782 96	120 85	170,327 03
October, 1871,	45,159 89	129,787 91	1,548 75	395 99	944 36	177,836 90
Total	427,301 78	1,275,979 38	18,585 00	4,560 09	4,586 24	1,731,012 49

Summary of payments:

For construction and equipment	\$1,430,599 35
For maintaining the road, &c.—repairs of machinery and operating the road.....	946,862 13
For dividends.....	None.
For interest.....	289,922 43
For miscellaneous.....	136,754 18
For municipal, State and United States taxes. Included in operating expenses.	
Total	<u><u>2,804,138 09</u></u>

Cost of transportation:

Cost per passenger per mile, proximate average ..	1 $\frac{3}{4}$ cents.
Cost per ton freight per mile, proximate average..	1 $\frac{1}{2}$ "

What express companies run on your road, and on what terms? American Merchants' Union, at \$1,000 per month.

What transportation or freight companies run on your road, and on what terms? Erie Western transportation company. Rates are arranged from time to time as required to meet competition by other roads.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	7
Employees.....	1	2
Others.....	10	2
	<hr/>	<hr/>
Total.....	11	11
	<hr/>	<hr/>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

January 5. ——— Cannon was killed by falling from a coal train at the A. V. R. R. shops.

January 14. Peter Taylor, while walking on track south of Parker, was killed by mail train.

February 17. ——— Ohara, while drunk, fell under and was killed by coal train, at Pittsburg.

March 6. James Leary, thigh dislocated while stealing a ride on freight train at Mannorville.

March 8. Thomas Magery, died from injuries received while jumping on freight at Sandy Creek.

March 16. ——— Criswell, a child, was sitting on track at Brady's Bend, and was killed by express train.

March 27. Samuel M'Farland, injured while coupling freight cars at Pittsburg ; leg amputated.

April 14. W. J. Criswell, a child, was killed by express train while crossing track at Brady's Bend.

April 21. Jacob Taylor, finger broken while coupling freight cars at Pittsburg.

May 23. Mr. Shrus, killed at Bear Creek by express train, while walking on track.

May 23. J. J. Jacobs, killed at Mahoning by being knocked out of door of express train.

June 27. William Haley, drunk on track, at Ireland ; killed by express train.

July 4. Mrs. Whittker, while drunk and lying on track, at Standard, was killed by an extra engine.

July 15. Miss Hess, slightly injured by engine running into a mixed train at Smoky City.

July 15. Miss Lisher, slightly injured by engine running into a mixed train at Smoky City.

July 15. Mrs. Johnston, slightly injured by engine running into a mixed train at Smoky City.

July 15. Mr. Troutner, slightly injured by engine running into a mixed train at Smoky City.

July 15. J. W. Klahr, leg broken by engine running into a mixed train at Smoky City.

July 15. Samuel Flowers, seriously injured by engine running into a mixed train at Smoky City; arm amputated.

July 15. Mr. Galey, slightly injured by engine running into a mixed train at Smoky City.

August 2. John Boyd, killed by freight train at Parkers, while lying on track, drunk.

October 16. ——— Campbell, killed by union train, at Pittsburg, while walking on track.

NAMES AND RESIDENCE OF OFFICERS.

Names.	Post office address.
William Phillips.....	Pittsburg, Pa.
J. Patton Lyon.....	Pittsburg, Pa.
William K. Nimick.....	Pittsburg, Pa.
William M. Lyon.....	Pittsburg, Pa.
B. F. Jones.....	Pittsburg, Pa.
Felix R. Brunot	Pittsburg, Pa.
James Park, Jr.....	Pittsburg, Pa.
William Phillips, President	Pittsburg, Pa.
William K. Nimick, Secretary	Pittsburg, Pa.
W. A. Tomlinson, Treasurer	Pittsburg, Pa.
J. J. Lawrence, General Superintendent.	Pittsburg, Pa.
Thomas M. King, Assistant Superintendent.....	Pittsburg, Pa.
John Ballantine, Controller.....	Pittsburg, Pa.

(No. 2.)

ALLENTOWN.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS :

Personally appeared F. B. Gowen, president, and John Welch, treasurer, of the Allentown railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*
 JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 31st day of January, 1872. }

B. F. HORAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,000,000 00
Amount of stock subscribed.....	714,200 00
Amount paid in as by last report.....	566,294 47
Total amount now paid in of capital stock	567,544 47
Funded debt, as per last report	None.
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity,).....	None.
2d mortgage bonds, (date of maturity,).....	None.
3d mortgage bonds, (date of maturity,).....	None.
Floating debt, as by last report.....	466,429 27
The amount now of floating debt.....	579,081 23
Total amount now of floating and funded debt...	579,081 23
Rate per cent. per annum of interest on funded debt	None.
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued	8,795

Par value of each share.....	\$50 00
Amount paid on each share subscribed, (average,)	39 73
Amount of capital on which the respective dividends were declared.	<u>None declared.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$962,174 32</u>	<u>\$1,054,287 39</u>

Equipment furnished by P. and R. railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Port Clinton to Allentown	35.8 miles.
Length of main line road laid	4.5 "
Length of main line of road laid in Pennsylvania..	4.5 "
Length of double track of road	None.
Length of sidings .....	.3 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	64 pounds.
Branch roads owned by the company, and their length, viz:.....	None.
Roads worked or leased by the company, viz:.....	None.
Number of engine houses and shops.....	1
Number of iron bridges.....	None.
Number of wooden bridges.....	None.
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of wood and water stations on main road..	None.
Number of tunnels	None.
How is track laid, and on what foundation? Wooden cross-ties and stone ballast.	
Length in miles laid with steel rails.....	<u>None.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

These accounts are not kept.

Summary of payments:

For construction	\$92,113 07
Interest	32,786 57
Miscellaneous	1,380 75
State taxes	202 48

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. P. M'Kean	Philadelphia.
A. E. Borie	Philadelphia.
R. B. Cabeen	Philadelphia.
J. B. Lippincott	Philadelphia.
John Ashhurst	Philadelphia.
Charles E. Smith	Philadelphia.
Franklin B. Gowen, President	Philadelphia.
Albert Foster, Secretary	Philadelphia.
John Welch, Treasurer	Philadelphia.

(No. 3.)

ATLANTIC AND GREAT WESTERN.

[For the financial year ending October 31, 1871.]

STATE OF NEW YORK, }
City and County of New York, } ss:

Personally appeared John Gardner, vice president of the Atlantic and Great Western railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) JOHN GARDNER, *Vice President.*

Sworn and subscribed before me, this }
 29th day of December, 1871. }

G. A. O. BARNETT,
Com. for Penn'a in N. Y. city, 64 Broadway.

STOCK AND DEBT.

Capital stock as authorized by law	\$30,000,000 00
Amount of stock subscribed	29,683,294 91
Total amount now paid in of capital stock	29,598,695 38
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1876, 1877, 1879, 1882 and 1884,)	\$3,512,400 00
2d mortgage bonds, (date of maturity, 1881, 1882 and 1883,) ..	3,908,000 00
Consolidated mortgage bonds, (date of maturity, 1895,)	17,579,500 00
	<hr/> 29,999,900 00
The amount now of floating debt	Unascertained.
Total amount now of floating and funded debt...	Unascertained.
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; consolidated mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend and dividends—stock, cash	None paid.

Par value of each share	\$50 00
Amount paid in on each share.....	Unascertained.
Amount of capital on which the respective dividends were declared.....	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Salamanca, N. Y., to Dayton, Ohio	388 miles.
Length of main line road laid.....	388 "
Length of main line of road laid in Pennsylvania, Gauge of road.....	84 " 6 feet.
Branch roads owned by the company, and their length, viz: Silver Creek branch, in Ohio	6 miles.
Roads worked or leased by the company, viz: Cleveland and Mahoning, in Ohio, 67 miles; Hubbard branch, in Ohio, 14 miles; Franklin branch, in Pennsylvania, 32 miles.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

The Atlantic and Great Western railway was worked by the Erie railway, under lease, up to the 1st September, and after that worked by the trustees of the re-organization scheme.

NAMES AND RESIDENCE OF OFFICERS.

Names.	Post office address.
James M'Henry.....	New York.
John Gardner.....	New York.
Rush C. Hawkins.....	New York.
Thomas W. Kennard.....	New York.
Wentworth Huyshe.....	New York.
John B. Pannes.....	New York.
W. P. Rogers.....	New York.
Laurence Johnston	New York.
D. J. Day.....	New York.
W. W. Macfarland.....	New York.
David Jones.....	Ohio.
Tatlow Jackson.....	Philadelphia, Pa.
George R. Babcock.....	Buffalo, N. Y.
Joseph Larocque.....	New York.
William H. Taylor.....	New York.
Samuel L. M. Barlow.....	New York.
James M'Henry, President.....	New York.
Charles Day, Secretary.....	New York.

(No. 4.)

ATLANTIC AND GREAT WESTERN.

[For the eleven months ending August 31, 1871.]

STATE OF PENNSYLVANIA, } ss:
 ——— County, }

Personally appeared Jay Gould, president, and J. D. White, treasurer, of the Erie railway company, lessees Atlantic and Great Western railway, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAY GOULD, *President Erie railway co.*
 J. D. WHITE, *Treasurer Erie railway co.*

Sworn and subscribed before me, this }
 30th day of January, 1872. }

MORTIMER SMITH,
Commissioner of Deeds for Pennsylvania in New York.

STOCK AND DEBT.

The Atlantic and Great Western has been leased and operated by the Erie railway company from January 1, 1870, to August 31, 1871. For stock and debt, cost of road and equipment, reference must be made to the Atlantic and Great Western railway company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Salamanca, N. Y., to Dayton Ohio	387½ miles.
Length of main line of road laid	387½ "
Length of main line of road laid in Pennsylvania,	127½ "
Length of double track of road, including sidings,	116 "
Gauge of road	6 feet.
Weight of rail per yard on main track	56, 60 & 67½ lbs.
Branch roads owned by the company, and their length, viz: Silver Creek branch	5 miles.

Roads worked or leased by the company, viz:

Franklin branch, 33 miles; Mahoning branch,
80 miles.

Number of engine houses and shops.....	11
Number of engines	166
Number of first class passenger cars.....	60
Number of baggage, mail and express cars	56
Number of freight and coal cars	3,430
Number of iron bridges, (total length in feet, 346,)	4
Number of wooden bridges, (total length in feet, 7,466,).....	81
Value of real estate held by the company exclu- sive of roadway: Please refer to Atlantic and Great Western railway company.	
Number of tunnels	None.
How is track laid, and on what foundation? Bal- lasted with gravel.	
Length in miles laid with steel rail	None.

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains	846,787
Number of miles run by freight and coal trains..	3,529,399
Number of through passengers for the year on main road	122,784
Number of passengers (all classes) carried in cars,	729,393
Number of tons of 2,000 lbs. of through freight for the year on main road	419,756
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	2,061,652
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour,)	18
Average rate of speed adopted by express trains, including stops.....	26
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	31
Weight of freight engines.....	36

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

October, 1870	74,744	April, 1871.....	65,612
November, 1870.....	67,653	May, 1871.....	68,205
December, 1870.....	67,036	June, 1871.....	64,660
January, 1871.....	55,081	July, 1871.....	72,674
February, 1871.....	50,521	August, 1871.....	73,107
March, 1871.....	70,100		

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal... 725,222	Merchandise and manufactures ... 464,141
Petroleum and other oils..... 176,858	Live stock..... 51,509
Iron and other ores..... 218,074	Lumber 77,563
Vegetable food..... 191,925	Other articles..... 92,587
Agricultural products..... 63,773	

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	2.66 cents.
For first class way passengers.....	3.00 “
For second class through passengers.....	2.00 “
For second class way passengers	2.00 “

The rate per ton, (of 2,000 lbs.,) per mile, charged for freight:

For through freight, per ton per mile	1 a. $1\frac{1}{4}$ a. $1\frac{1}{2}$ cents.
For local freight, per ton per mile	$1\frac{1}{2}$ a. $1\frac{3}{4}$ a. 2 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings	\$1,083,984 18	\$303,515 55	\$780,468 63
Taxes on real estate	110,916 66	31,056 65	79,860 00
Total	1,194,900 84	334,572 21	860,328 63
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$348,292 63	\$30,002 78	\$288,389 85
Repairs of passenger and baggage cars	106,201 49	106,201 49	.....
Repairs of freight cars	279,218 74	.....	279,218 74
Repairs of tools and machinery in shops	24,470 83	6,851 83	17,619 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	51,003 27	14,280 91	36,722 33
Total	809,286 96	187,337 01	621,949 95
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$20,193 91	\$5,654 29	\$14,539 62
Agents and clerks	132,015 77	36,964 41	95,051 36
Labor—loading and unloading freight	60,733 58	.....	60,733 58
Porters, watchmen and switch tenders	73,240 59	20,507 36	52,733 23
Wood and water station attendance	19,881 47	5,566 81	14,314 66
Conductors, baggage masters and brakemen	313,911 03	73,155 45	240,755 58
Engineers and firemen	298,262 56	66,188 33	232,074 23
Fuel and cost of preparing for use	383,848 15	107,477 48	276,370 67
Oil and waste for engines and tenders, passenger, baggage and freight cars	47,464 25	9,058 17	38,406 08
Telegraph, mail and station expenses	45,823 15	13,673 80	30,149 35
Loss and damage of goods and baggage	19,924 98	.....	19,924 98
Damage for injury of persons	12,367 66	12,367 66	.....
Damage to property, including damage by fire and cattle killed on road	2,630 00	.....	2,630 00
General superintendence	38,552 79	10,794 78	27,758 01
Contingencies	37,523 48	10,590 57	27,232 91
Total	1,506,673 37	373,999 11	1,132,674 26

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
October, 1870.....	\$95,162 71	\$350,340 97	\$11,980 60	\$3,460 25	\$460,944 53
November, 1870.....	83,307 76	327,335 87	13,103 40	3,954 23	427,701 26
December, 1870.....	63,162 40	291,256 18	14,498 95	3,386 11	372,303 64
January, 1871.....	53,987 12	259,385 44	9,535 60	2,560 63	330,468 84
February, 1871.....	55,318 43	274,075 10	8,901 12	2,320 90	340,615 55
March, 1871.....	79,776 79	302,105 90	9,852 79	4,028 09	395,763 57
April, 1871.....	83,145 54	263,565 19	11,233 47	2,971 43	360,915 63
May, 1871.....	80,674 76	275,065 33	11,889 46	3,745 27	371,374 82
June, 1871.....	86,017 22	266,682 52	11,767 79	4,542 28	369,009 81
July, 1871.....	87,897 25	272,760 83	9,634 70	3,940 34	374,233 12
August, 1871.....	96,443 62	297,709 56	12,174 38	4,278 48	410,606 04
	869,893 60	3,180,282 89	124,572 26	39,188 06	4,213,936 81

Summary of payments:

For construction and equipment	\$63,191 49
For maintaining the road, &c.—repairs of machinery and operating the road	3,510,861 17
For interest.....	21,454 49
Lease of the Atlantic and Great Western railway, 30 per cent. of the earnings.....	1,236,127 62
M'Henry house.....	5,792 93
Hire of cars	71,289 82
Total	4,908,717 52
Total amount of deficit	694,780 71
	<u>4,213,936 81</u>

What express companies run on your road, and on what terms?
United States express company.

What transportation or freight companies run on your road and on what terms? Great Western Despatch.

ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES		OTHERS.		TOTALS.	
	Killed ..	Injured ..	Killed. ..	Injured.	Killed....	Injured ..	Killed....	Injured ..
October, 1870.....	1	7	.....	1	1	8
November, 1870.....	5	10	.....	.....	5	10
December, 1870.....	1	11	2	12	2	.....	5	23
January, 1871.....	2	17	2	.....	4	17
February, 1871.....	1	10	.....	1	1	11
March, 1871.....	2	1	4	1	.....	2	6
April, 1871.....	3	5	1	.....	4	5
May, 1871.....	1	7	.....	1	1	8
June, 1871.....	7	.....	1	.....	8
July, 1871.....	1	3	1	1	2	4
August, 1871.....	1	3	1	.....	2	3
Killed.....	1	.....	18	.....	8	.....	27	.....
Injured.....	13	.....	85	.....	5	.....	103

NAMES AND RESIDENCE OF OFFICERS.

Respectfully referred to the Atlantic and Great Western railway company.

(No. 5.)

BALD EAGLE VALLEY.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, }
Clinton County, } ss:

Personally appeared L. A. Mackey, president, and H. T. Beardsley, secretary, for treasurer, of the Bald Eagle Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) L. A. MACKEY, *President.*
 H. T. BEARDSLEY, *Sec'y, for Treas.*

Sworn and subscribed before me, this }
 15th day of December, 1871. }

W. C. KRESS, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	550,000 00
Amount paid in as by last report	550,000 00
Total amount now paid in of capital stock	550,000 00
Funded debt, as per last report	471,200 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1881,)	\$360,900 00
2d mortgage bonds, (date of maturity, July 1, 1884,)	100,000 00
	460,900 00
Total amount now of floating and funded debt ...	460,900 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6; 2d mortgage, 7.	
Date and rate per cent. per annum of dividend or dividends: Cash, January 31, 1871, 3 per cent., and July 25, 1871, 3 per cent.	

Number of shares of stock issued	11,000
Par value of each share	\$50 00
Average market value during the year	40 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>550,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,050,000 00	\$1,050,000 00
Equipment		None.
Total cost		<u>1,050,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lock Haven to junction with Tyrone and Clearfield railroad, near Tyrone	51 $\frac{195}{1000}$ miles.
Length of main line of road laid	51 $\frac{195}{1000}$ "
Length of main line of road laid in Pennsylvania,	51 $\frac{195}{1000}$ "
Length of double track of road	None.
Length of sidings	4 $\frac{9}{10}$ miles.
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	45 pounds.
Branch roads owned by the company, and their length, viz: From Milesburg to Bellefonte	2 $\frac{1}{2}$ miles.
Roads worked or leased by the company	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,698,)	67
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road: Passenger and freight	17
Number of wood and water stations on main road,	5
Value of real estate held by the company, exclusive of road way	\$11,000 00

Number of tunnels	None.
How is track laid, and on what foundation? On wooden cross-ties, ballasted with stone.	
Length in miles laid with steel rail	None.

Summary of payments :

For dividends	\$33,000 00
For interest	29,116 00
For miscellaneous	2,487 50
For surplus funds for sinking fund	8,547 12
For State taxes on capital stock and interest	3,525 97
For United States taxes on interest and dividends,	1,092 24

The road of this company is maintained and operated by the Pennsylvania railroad company, under a lease for ninety-nine years, dated December 7, 1864.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
L. A. Mackey	Lock Haven, Pa.
Thos. A. Scott	Philadelphia, Pa.
D. K. Jackman	Bath, N. H.
C. A. Mayer	Lock Haven, Pa.
James Gamble.....	Williamsport, Pa.
Wm. P. Wilson	Ellefonte, Pa.
A. H. Best.....	Lock Haven, Pa.
L. A. Mackey, President.....	Lock Haven, Pa.
H. T. Beardsley, Secretary and Treasurer.....	Lock Haven, Pa.
Geo. C. Wilkins, Superintendent.....	Tyrone, Pa.

(No. 6.)

BARCLAY COAL COMPANY.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Edward M. Davis, president, and Harvey Shaw, treasurer, of the Barclay coal company, and in due form of law affirmed, that the statements in the within report are true, to to the best of their knowledge and belief.

(Signed)

E. M. DAVIS, *President.*HARVEY SHAW, *Treasurer.*

Affirmed and subscribed before me, this }
 29th day of December, 1871. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	1,000,000 00
Amount paid in as by last report	1,000,000 00
Total amount now paid in of capital stock	1,000,000 00
Funded debt as per last report	107,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, March 1, 1882,)	\$93,000 00
2d mortgage bonds, (date of maturity,)	None.
3d mortgage bonds, (date of maturity,)	None.
	93,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	93,000 00
Rate per cent. per annum of interest on funded debt:	
1st mortgage, 7 per cent.	

Date and rate per cent. per annum of dividend or dividends—stock, none; cash, March 15, 65 cents per share; June 16, 85 cents; Sept. 18, 75 cents; Nov. 16, 75 cents		\$3 per share.
Number of shares of stock issued.....		20,000
Par value of each share		50 00
Amount paid in on each share		50 00
Amount of capital on which the respective dividends were declared.		<u>1,000,000 00</u>

The Barclay coal company's railroad and mines are leased to the Towanda coal company for a term of years. To all questions not answered above, we respectfully refer the Auditor General to the said Towanda coal company, at Elmira, N. Y.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. V. Williamson.....	Philadelphia.
Edward Lewis	Philadelphia.
Levi Dickson.....	Philadelphia.
J. Raymond Claghorn.....	Philadelphia.
Thomas Wilson.....	Baltimore.
Wm. B. Warner.....	Norristown, Pa.
Edward M. Davis, President.....	Philadelphia.
Harvey Shaw, Secretary and Treasurer	Philadelphia.

(No. 7.)

BARCLAY.

[For the financial year ending December 31, 1871.]

STATE OF NEW YORK, }
New York City and County, } ss:

Personally appeared Jay Gould, president, and Mortimer Smith, treasurer, of the Towanda coal company, lessee of the Barclay railroad, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAY GOULD, *President Towanda Coal Co.*
 MORTIMER SMITH, *Treas. Towanda Coal Co.*

Sworn and subscribed before me, this }
 31st day of January, 1872. }

JOHN H. COMER,
Commissioner for Pennsylvania in New York.

This road is leased and operated by the Towanda coal company since the first of January, 1870.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Towanda to Barclay	16 miles.
Length of main line of road laid.....	16 "
Length of main line of road laid in Pennsylvania,	16 "
Length of double track of road	None.
Length of sidings	5 miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company	None.
Roads worked or leased by the company, viz: We transport coal from Towanda to Waverley, N. Y., over the Pennsylvania and New York canal and railroad company, and pay trackage for same.	
Number of engine houses and shops.....	2

Number of engines	6
Number of first class passenger cars.....	None.
Number of baggage, mail and express cars.....	None.
Number of freight cars, (average cost of each, \$225,)	17
Number of coal cars, (average cost of each, \$225,)	277
Number of second class passenger cars, (average cost of each, \$1,000,)	2
Number of cabooses, (average cost of each, \$350,)	2
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 909,)	8
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road: Passenger and freight.....	6
Number of wood and water stations on main road,	6
Value of real estate held by the company, exclusive of road way	None.
Number of tunnels	None.
How is track laid and on what foundation? Oak and hemlock cross-ties, on gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger and freight trains: No exclusively passenger or freight trains run.	
Number of miles run by coal trains	87,747
Number of passengers (all classes) carried in cars,	18,762
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	321,273
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour.)....	None run.
Average rate of speed adopted by express trains, including stops.....	None run.
Average rate of speed adopted by freight trains, including stops	None.
Weight of first class passenger engines	None.
Weight of freight engines	<u>25 tons.</u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	1,510	July, 1871.....	1,698
February, 1871.....	1,204	August, 1871.....	1,717
March, 1871.....	1,805	September, 1871.....	1,667
April, 1871.....	1,721	October, 1871.....	1,357
May, 1871.....	1,775	November, 1871.....	1,364
June, 1871.....	1,563	December, 1871.....	1,381

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	312,235	Live stock.....	300
Agricultural products	670	Lumber	5,710
Merchandise and manufactures ...	1,024	Other articles..	1,334

The rate of fare for passengers charged for the respective classes per mile, as follows :

All passengers	<u>3 cents.</u>
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The rate per ton, (of 2,000 pounds,) per mile, charged for freight :

For through freight, per gross ton per mile.....	1 cent.
For local freight, per ton per mile	<u>1½ "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$28,715 73
Taxes on real estate	3,275 00
Total.....	<u>31,990 73</u>

Repairs of machinery :

Repairs of engines and tenders	\$3,944 50
Repairs of coal cars	29,715 67
Repairs of tools and machinery in shops.....	640 12
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	672 51
Total.....	<u>34,972 80</u>

Operating the road :

Office expenses, stationery, &c	\$397 45
Agents and clerks	2,500 00
Labor—loading and unloading freight	8,109 73
Conductors, baggage masters and brakemen.....	5,004 13
Engineers and firemen	6,734 43
Fuel and cost of preparing for use	4,812 76
Oil and waste for engines and tenders, passenger, baggage and freight cars	4,940 00
Telegraph, mail and station expenses.....	650 00
General superintendence	3,000 00
Contingencies	4,146 87
Total.....	40,294 87

RECEIPTS.

Months.	Passengers.	Freight.	Total.
January, 1871.....	\$484 40	\$511 95	\$996 35
February, 1871.....	430 20	1,465 85	1,896 05
March, 1871.....	683 50	3,374 91	4,058 41
April, 1871.....	627 50	5,273 35	5,900 85
May, 1871.....	648 95	3,233 97	3,882 92
June, 1871.....	572 45	3,666 66	4,239 11
July, 1871.....	670 75	3,319 29	3,990 04
August, 1871.....	627 25	3,763 22	4,390 47
September, 1871.....	639 60	3,072 10	3,711 70
October, 1871.....	514 50	3,514 58	4,029 08
November, 1871.....	528 30	1,610 21	2,138 51
December, 1871.....	555 55	582 37	1,137 92
Total.....	6,982 95	33,388 46	40,371 41

Summary of payments :

For maintaining the road, &c.—repairs of machinery and operating the road	\$107,258 40
For rent of road	30,000 00
Total.....	137,258 40

Cost of transportation :

Cost per ton freight per mile, proximate average..	<u>None.</u>
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What express companies run on your road, and on what terms?
None.

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Please refer to the Barclay railroad.

(No. 8.)

BEDFORD AND BRIDGEPORT.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Bedford County, } ss:

Personally appeared John Cessna, president, and John S. Bowers, treasurer, of the Bedford and Bridgeport railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

JOHN CESSNA, *President.*JOHN S. BOWERS, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of January, 1872. }

J. W. LINGENFELTER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$300,000 00
Amount of stock subscribed	295,400 00
Amount paid in as by last report.....	75,450 00
Total amount now paid in of capital stock	241,924 70
Funded debt, as per last report	None.
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1891,)..	500,000 00
2d mortgage bonds, (date of maturity,).....	None.
3d mortgage bonds, (date of maturity,)	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	500,000 00
Rate per cent. per annum of interest on funded debt,	
1st mortgage, 7 per cent.	
Number of shares of stock issued.....	4,606
Par value of each share	\$50 00
Average market value during the year.....	None in market.
Amount paid in on each share	\$40 95
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

By present report.

Construction \$351,925 00

Equipment, by Huntingdon and Broad Top R. R. co., lessee.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mount Dallas to Bridgeport.....	30 $\frac{7}{10}$ miles.
Length of main line road laid.....	15 "
Length of main line of road laid in Pennsylvania; all in Pennsylvania.	
Length of double track of road.....	None.
Length of sidings.....	$\frac{1}{2}$ mile.
Gauge of road.....	4 ft. 9 in.
Weight of rail per yard on main track.....	52 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company, viz:.....	None.
Number of engine houses.....	1
Number of iron bridges.....	None.
Number of wooden bridges, four, total length.....	800 feet.
Number of stone bridges.....	None.
Number of stations on main road—passenger, 1; freight, 1; total.....	2
Number of wood and water stations on main road,	1
How is track laid, and on what foundation? Laid on white oak ties, fish-joints, with ballast.	
Length in miles laid with steel rails.....	<u>None.</u>

Hon. JOHN F. HARTRANFT,

Auditor General:

DEAR SIR:—I have herein answered specifically all the interrogatories that could be so done by our company. Our road is leased to, and operated by the Huntingdon and Broad Top railroad company, and they can give you the data, and all details necessary to make an entire and correct report of the doings of this company since it went into operation.

Yours respectfully,

JOHN S. BOWERS,
Treasurer.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Alsip.....	Bedford, Pa.
D. M. Black.....	Bedford, Pa.
George W. Gump.....	Bedford, Pa.
John G. Hartley.....	Bedford, Pa.
John W. Lingenfelter.....	Bedford, Pa.
Josiah Bacon.....	Philadelphia.
Jacob P. Jones.....	Philadelphia.
John M. Kenneday.....	Philadelphia.
Wister Morris.....	Philadelphia.
E. J. Townsend.....	Philadelphia.
Lewis T. Wattson.....	Philadelphia.
George R. Wood.....	Philadelphia.
John Cessna, President.....	Bedford, Pa.
Moses A. Points, Secretary.....	Bedford, Pa.
John S. Bowers, Treasurer.....	Bedford, Pa.

(No. 9.)

BELLEFONTE AND SNOW SHOE.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia county, } ss :

Personally appeared R. H. Downing, president, and Daniel Rhoads, treasurer, of the Bellefonte and Snow Shoe railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) R. H. DOWNING, *President.*
 DANIEL RHOADS, *Treasurer.*

Affirmed and subscribed before me, this }
 13th day of January, 1872. }

WILLIAM S. BAILEY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed	600,000 00
Amount paid in as by last report.....	600,000 00
Total amount now paid in of capital stock.....	600,000 00
Funded debt, as per last report.....	99,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, —,)...	99,000 00
Rate per cent. per annum of interest on funded debt:	
First mortgage, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends—stock, February 1, 1871 : 75 cents per share.	
Number of shares of stock issued.....	12,000 00
Par value of each share	\$50 00
Average market value during the year	25 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared	<u>600,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$323,291 10	\$323,291 10
Equipment.....	118,767 77	118,767 77
Total cost.....	<u>442,058 87</u>	<u>442,058 87</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bald Eagle Valley railroad to Snow Shoe.....	21 ² / ₁₀ miles.
Length of main line road laid.....	21 ² / ₁₀ "
Length of main line road laid in Pennsylvania....	21 ² / ₁₀ "
Length of sidings.....	3 ^{3.5} / ₁₀₀ "
Gauge of road.....	4 ft., 8½ in.
Weight of rail per yard on main track.....	45 and 56 lbs.
Branch roads owned by the company, and their length, viz: The joint and equal right with the Bald Eagle Valley railroad of the road between Snow Shoe Intersection and Snow Shoe, a distance of four miles.	
Number of engine houses and shops.....	3
Number of engines.....	5
Number of first class passenger cars, (average cost of each, \$3,500,).....	2
Number of baggage, mail and express cars.....	None.
Number of freight cars, (average cost of each, \$700:) Two 8 and three 4-wheel cars.	
Number of cars, (average cost of each, \$350,)....	56
Number of iron bridges.....	Not any.
Number of wooden bridges, (total length in feet, 4,680,).....	11
Number of stone bridges	Not any.
Number of railroads crossed.....	Not any.
Total number of stations on main road.....	9
Number of wood and water stations on main road..	3
How is track laid, and on what foundation? On oak cross-ties, on stone and gravel ballast.	
Length in miles laid with steel rail	<u>Not any.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by freight trains, passenger car attached	39,311
Number of miles run by coal trains.....	22,338
Number of through passengers for the year on main road.....	6,903
Number of passengers (all classes) carried in cars..	17,798
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	94,677
Average rate of speed adopted by freight trains, including stops.....	10 miles.
Weight of freight engines.....	<u><u>27 & 32 tons.</u></u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	1,224	July, 1871	1,708
February, 1871.....	1,043	August, 1871.....	1,947
March, 1871.....	1,731	September, 1871.....	1,331
April, 1871.....	1,230	October, 1871.....	1,416
May, 1871.....	1,576	November, 1871.....	1,370
June, 1871.....	1,675	December, 1871..	1,547

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	30	Merchandise and manufactures.....	1,398
Bituminous coal.....	79,984	Lumber.....	8,398
Stone and lime.....	110	Other articles.....	3,462
Agricultural products.....	1,295		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3 $\frac{1}{4}$ cents.
For first class way passengers.....	<u><u>4 “</u></u>

The rate per ton, (of 2,000 lbs.) per mile, charged for freight :

For through freight, per ton per mile.....	12 cents.
For through coal, per ton per mile	1 $\frac{8}{10}$ “
For local coal	<u><u>2$\frac{1}{7}$ “</u></u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$45,574 23
Taxes on real estate.....	639 50
Total.....	<u>46,213 73</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$4,020 34
Repairs of passenger and baggage cars.....	1,065 65
Repairs of freight cars.....	3,531 12
Repairs of tools and machinery in shops.....	482 42
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	624 44
Total.....	<u>9,726 97</u>

Operating the road :

Office expenses, stationery, &c.....	\$180 26
Agents and clerks.....	1,500 00
Labor—loading and unloading freight.....	783 29
Porters, watchmen and switch tenders	1,104 45
Car cleaning and inspecting, furniture and fixtures,	864 50
Conductors, baggage masters and brakemen.....	6,236 13
Engineers and firemen	4,678 35
Fuel and cost of preparing for use	2,302 09
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,185 04
Telegraph, mail and station expenses.....	173 49
Loss and damage of goods and baggage.....	2 75
Tolls over other roads.....	5,725 82
Damage to property, including damage by fire and cattle killed on road.....	75 00
General superintendence.....	3,100 00
Contingencies.....	472 34
Total.....	<u>28,383 51</u>

RECEIPTS.

Months.	Passengers.	Freight.	Miscellaneous.	Total.
January, 1871.....	\$531 80	\$4,235 99	\$23 63	\$4,791 42
February, 1871.....	395 00	4,781 45	67 06	5,243 51
March, 1871.....	804 70	4,638 05	89 48	5,532 23
April, 1871.....	519 85	4,768 63	423 91	5,712 39
May, 1871.....	749 10	5,152 40	163 02	6,064 52
June, 1871.....	630 25	5,671 48	831 34	7,133 07
July, 1871.....	737 35	5,278 57	185 33	6,201 25
August, 1871.....	861 00	4,816 06	929 78	6,606 84
September, 1871.....	541 50	4,906 15	267 30	5,714 95
October, 1871.....	600 85	5,418 43	211 94	6,231 22
November, 1871.....	588 85	4,700 50	121 49	5,410 84
December, 1871.....	625 35	4,892 37	326 35	5,844 07
Total.....	7,585 60	59,260 08	3,640 63	70,486 31
Received from other sources.....				31,815 64
				102,301 95

Summary of payments :

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$84,324 21
Dividends, and United States and State taxes thereon.....	9,639 64
Interest.....	6,014 25
State taxes.....	2,323 25
Total.....	102,301 95

What express companies run on your road, and on what terms ?
Not any.

What transportation companies run on your road, and on what
terms ? Not any.

ACCIDENTS.

No accident resulting in any injury to any one.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. H. Downing.....	Philadelphia.
Jacob P. Jones.....	Philadelphia.
William Helme.....	Philadelphia.
John H. Wheeler.....	Philadelphia.
Robert Valentine.....	Bellefonte, Pa.
R. H. Downing, President.....	Philadelphia.
John H. Wheeler, Secretary.....	Philadelphia.
Daniel Rhoads, Treasurer.....	Bellefonte, Pa.

(No. 10.)

BUFFALO, BRADFORD AND PITTSBURG.

[For the financial year ending December 31, 1871.]

STATE OF NEW YORK, }
New York City and County, } ss:

Personally appeared Jay Gould, vice president, and Mortimer Smith, treasurer, of the Buffalo, Bradford and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAY GOULD, *Vice President.*
 MORTIMER SMITH, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of January, 1872. }

JOHN H. COMER,
Commissioner for Pennsylvania in New York.

STOCK AND DEBT.

Amount paid in as by last report	\$2,286,000 00
Total amount now paid in of capital stock.....	2,286,000 00
Funded debt, as per last report	580,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds.....	\$3,000 00
2d mortgage bonds	500 00
Mortgage bonds, (date of maturity, January 1, 1896,)	580,000 00
	<hr/> 583,500 00
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends—stock and cash.....	None.
Number of shares of stock issued.....	22,860
Par value of each share	\$100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$2,869,500 00	\$2,869,500 00
Equipment	None.	None.
Total cost	<u>2,869,500 00</u>	<u>2,869,500 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Carrollton, N. Y., to Gilesville, Pa.....	26 miles.
Length of main line road laid.....	26 "
Length of main line of road laid in Pennsylvania..	18 "
Length of sidings.....	2 "
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	45 to 62 pounds.
Branch roads owned by the company, and their length, viz:.....	None.
Roads worked or leased by the company, viz:....	None.
Number of wooden bridges, (total length in feet, 698,)	10
Number of railroads crossed	None.
Number of stations on main road—passenger and freight	8
How is track laid, and on what foundation? On cross-ties, filled in with common earth.	

This road is leased to the Erie railway company, of New York, and is operated by that company.

NAMES AND RESIDENCE OF OFFICERS.

Names.	Post office address.
James W. Hilton.....	Bradford, Pa.
T. J. Campbell.....	Bradford, Pa.
A. K. Johnson.....	Bradford, Pa.
J. T. Cameron.....	Susquehanna Station, Pa.
Theo. Springstein.....	Susquehanna Station, Pa.
S. V. King.....	Lackawaxen, Pa.
P. T. B. Emmons.....	Great Bend, Pa.
Jay Gould.....	New York.
James Fisk, Jr.....	New York.
A. S. Diven.....	Elmira, N. Y.
W. J. Hilton.....	New York.
Mortimer Smith.....	New York.
H. N. Otis.....	New York.
James W. Hilton, President.....	Bradford, Pa.
Jay Gould, Vice President.....	New York city.
Mortimer Smith, Secretary and Treasurer.....	New York city.

(No. 11.)

BUFFALO, CORRY AND PITTSBURG.

[For the financial year ending September 30, 1871.]

STATE OF NEW YORK, }
Albany County, } ss:

Personally appeared Mathew P. Bemus, president and treasurer of the Buffalo, Corry and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) MATHEW P. BEMUS, *Pres't and Treas.*

Sworn and subscribed before me, this }
 14th day of February, 1872. }

DWIGHT KING,

Notary Public, Albany county.

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	442,497 50
Amount paid in as by last report	428,717 50
Total amount now paid in of capital stock	428,717 50
Funded debt, as per last report	700,000 00
The amount now of funded debt, (classified and date of maturity) as follows: 1st mortgage bonds,	700,000 00
Floating debt, as by last report	443,663 63
The amount now of floating debt	463,673 96
Total amount now of floating and funded debt...	1,163,673 96
Rate per cent. per annum of interest on funded debt, 1st mortgage	<u>7 per cent.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,366,249 98	\$1,379,664 08
Equipment	127,379 46	152,394 03
Total cost	<u>1,493,629 44</u>	<u>1,532,058 11</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Brocton, N. Y., to Corry, Pa	43.20 miles.
Length of main line of road laid	43.20 "
Length of main line of road laid in Pennsylvania,	6 "
Length of sidings	5 "
Gauge of road	4 feet 9 $\frac{1}{4}$ in.
Weight of rail per yard on main track	56 pounds.
Number of engine houses and shops	2
Number of engines	7
Number of first class passenger cars	6
Number of baggage, mail and express cars	3
Number of freight cars	38
Number of wooden bridges	3
Number of railroads crossed	2
Number of stations on main road	8
How is track laid, and on what foundation? Wooden cross-ties, ballasted with gravel.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	46,733
Number of miles run by freight trains	93,478
Number of passengers (all classes) carried in cars,	89,344
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	96,659
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops	12
Weight of first class passenger engines	28 tons.
Weight of freight engines	28 "

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal.....	30,291	Live stock	1,493
Petroleum and other oils	57,015	Lumber	755
Agricultural products.....	3,077	Other articles.....	3,124
Merchandise and manufactures	904		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	3.20 cents.
For first class way passengers	<u>3.20 “</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings.....	\$36,214 57	\$16,553 63	\$19,660 94
Taxes on real estate.....	6,405 92	1,601 48	4,804 44
Total.....	72,620 49	18,155 11	54,465 38
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$19,190 62	\$4,797 65	\$14,392 97
Repairs of passenger and baggage cars.....	8,727 27	8,727 27	.....
Repairs of freight cars	6,568 55	.....	6,568 55
Repairs of tools and machinery in shops.....	2,101 00	525 25	1,575 75
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	4,144 62	1,036 15	3,108 47
Total.....	40,732 05	15,086 32	25,645 74
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$1,915 30	\$551 01	\$1,364 29
Agents and clerks.....	14,659 99	4,257 70	10,402 29
Labor—loading and unloading freight.....	5,911 50	.....	5,911 50
Porters, watchmen and switch tenders.....	2,670 56	637 64	2,032 92
Wood and water station attendance	220 74	55 18	165 56
Conductors, baggage masters and brakemen	13,725 26	6,245 19	7,480 07
Engineers and firemen.....	12,597 36	3,186 81	9,410 55
Fuel and cost of preparing for use	20,756 15	5,189 04	15,567 11
Oil and waste for engines and tenders, passenger, baggage and freight cars	1,528 03	382 01	1,146 02
Loss and damage of goods and baggage.....	90 17	.....	90 17
Use of freight cars	7,210 48	.....	7,210 48
Damage to property, including damage by fire and cattle killed on road	2,253 99	385 10	1,868 89
General superintendence.....	3,825 00	956 25	2,868 75
Contingencies.....	1,844 74	987 87	856 87
Total.....	89,269 27	22,863 80	66,405 47

RECEIPTS.

From passengers	\$82,754 52
From freight.....	159,635 68
From mail and express.....	6,577 23
From miscellaneous.....	474 78
Total.....	<u>249,442 21</u>

Summary of payments:

For construction and equipment	\$38,428 67
For maintaining the road, &c.—repairs of machinery and operating the road.....	195,411 34
For interest.....	<u>82,318 78</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
M. P. Bemus.....	Mayville, N. Y.
William P. Whiteside.....	Mayville, N. Y.
George W. Gifford	Mayville, N. Y.
J. F. Phelps.....	Mayville, N. Y.
Amos K. Warren	Mayville, N. Y.
Thomas Struthers.....	Warren, Pa.
Wm. H. Steward.....	Corry, Pa.
H. F. Clark.....	New York.
Augustus Schell	New York.
Samuel F. Barger	New York.
George B. Gates.....	Buffalo.
E. H. Carle.....	Cleveland.
Daniel Williams.....	Harmony.
Mathew P. Bemus, President.....	Mayville, N. Y.
Daniel Williams, Secretary.....	Harmony, N. Y.
Mathew P. Bemus, Treasurer.....	Mayville, N. Y.

(No. 12.)

BUFFALO, NEW YORK AND PHILADELPHIA.

[Formerly Buffalo and Washington railroad.]

SECRETARY AND TREASURER'S OFFICE,
BUFFALO, NEW YORK AND PHILADELPHIA RAILWAY, }
Buffalo, October 4, 1871.

Hon. JOHN F. HARTRANFT, *Auditor General of Commonwealth of
Pennsylvania, Harrisburg, Pa.:*

DEAR SIR:--I am in receipt of your favor and enclosure of recent date, and would say in regard to the annual report, that no part of our road is built or operated as yet, in Pennsylvania.

Very respectfully yours,

H. L. LYMAN,
Treasurer.

(No. 13.)

CATASAUQUA AND FOGELSVILLE.

[For the financial year ending September 30, 1871.]

STATE OF PENNSYLVANIA, }
Lehigh County, } ss:

Personally appeared Joshua Hunt, president, and John Williams, treasurer, of the Catasauqua and Fogelsville railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOSHUA HUNT, *President.*
 JOHN WILLIAMS, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of November, 1871. }

R. CLAY HAMERSLY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$426,900 00
Amount of stock subscribed.....	426,900 00
Amount paid in as by last report.....	426,900 00
Total amount now paid in of capital stock.....	426,900 00
Date and rate per cent. per annum of dividend or dividends—cash: November 6, 1871	6 per cent.
Number of shares of stock issued.....	17,076
Par value of each share.....	\$25 00
Amount paid in on each share.....	25 00
Amount of capital on which the respective dividends were declared	426,900 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$742,156 64	\$742,156 64

CHARACTERISTICS OF ROAD.

Length of main line of road, from Catasauqua to Rittenhouse Gap.....	20 miles.
Length of main line road laid.....	20 “
Length of road laid in Pennsylvania.....	24 “
Length of sidings.....	8 “
Gauge of road	4 ft. 8½ inches.
Weight of rail per yard on main track: 19 miles, 50 pounds to a yard, and 5 miles, 57 pounds.	
Branch roads owned by the company, and their length, viz: Trexlertown to Farmington.....	4 miles.
Roads worked or leased by the company, viz:.....	None.
Number of engine houses and shops	2
Number of engines.....	6
Number of first class passenger cars, (average cost of each, \$2,500,)	3
Number of baggage, mail and express cars, (average cost of each, \$1,000,).....	2
Number of freight cars, (average cost of each, \$1,000,)	18
Number of ore and stone cars, (average cost of each, \$600,)	480
Number of iron bridges, (total length in feet, 1,306: Spring Creek, 24; East Penn, 60; Rupp's, 20; Jordan bridge, 1,130; Little Lehigh, 72,).....	5
Number of wooden bridges, (total length in feet, 60: Breinigsville, 30; Cape Horn, 30,).....	2
Number of stone bridges, (total length in feet, 60: Near Jordan bridge, 20; Clause's, 20; M'Intyre, 20,)	3
Number of railroads crossed, (East Pennsylvania,)..	1
Number of stations on main road—passenger and freight	16
Number of wood and water stations on main road..	7
Value of real estate held by the company, exclusive of road-way.....	\$21,500
Number of tunnels.....	None.
How is track laid, and on what foundation? In the ordinary way; 19 miles with furnace cinders, and 5 miles with broken stones.	
Length in miles laid with steel rail	<u><u>1</u></u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	23,788
Number of miles run by freight trains	23,788
Number of miles run by coal trains.....	40,812
Number of passengers (all classes) carried in cars..	22,430
Gross amount of tonnage for the year, (2,000 pounds per tons,)	321,661 $\frac{7}{10}$
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	15 miles.
Average rate of speed adopted by freight trains, including stops.....	12 “
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	30 to 35 “

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

No monthly statement kept.

September, 1871.—Total for year.....	<u>22,430</u>
--------------------------------------	---------------

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	46,095.15	Merchandise and manufactures,	6,290.00
Bituminous coal.....	5,877.00	Lumber, slate and brick.....	12,220.07
Pig iron.....	10,000.00	Other articles.....	2,919.00
Railroad iron	6,203.00		
Iron and other ores	138,901.14		<u>321,661.07</u>
Stone and lime.....	91,564.11		
Agricultural products.....	1,590.00		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	3 cents.
For first class way passengers	3 “
For second class through passengers.....	3 “
For second class way passengers	3 “

The rate per ton, (of 2,000 pounds,) per mile, charged for freight :

For through freight per ton per mile.....	5 cents.
For through coal per ton per mile	<u>2$\frac{1}{2}$ “</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Trans'n.
Repairs or maintenance of way, including buildings.....	\$19,038 12	.....	.....
Taxes on real estate	198 74	.....	.....
Total	19,236 86	.....	\$19,236 86
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$3,544 63	.....	\$3,544 63
Repairs of passenger and baggage cars.	2,669 33	\$2,669 33	.....
Repairs of freight cars.....	1,947 31	.....	1,947 31
Repairs of tools and machinery in shops	1,875 53	.....	1,875 53
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	1,836 60	.....	1,836 60
Total	11,803 40	2,669 33	9,224 07
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$645 05	.....	\$645 05
Agents and clerks	724 28	.....	.....
Wood and water station attendance.....	1,752 48	\$724 28	1,752 48
Conductors, baggage masters and brakemen.....	4,271 29	1,960 85	2,310 44
Engineers and firemen.....	2,994 60	960 85	2,033 75
Fuel and cost of preparing for use.....	8,294 68	2,264 89	6,029 79
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,419 66	419 00	1,060 66
Tolls over other roads.....	3,183 35	.....	3,183 35
Use of freight cars.....	2,468 96	1,059 29	1,409 67
General superintendence.....	4,561 90	.....	4,561 90
Contingencies	4,052 40	.....	4,052 40
Total	34,368 65	7,389 16	26,979 49

RECEIPTS.

Months.	Passengers.	Freight.	Miscella's.	Total.
November, 1870	\$350 47	\$10,985 52		
December, 1870	384 10	11,821 30		
January, 1871	351 98	8,237 01		
February, 1871	343 16	5,220 04		
March, 1871	403 90	4,641 36		
April, 1871	378 38	3,741 76		
May, 1871	290 70	5,638 16		
June, 1871	356 46	8,748 69		
July, 1871	393 15	11,522 43		
August, 1871	962 64	10,504 18		
September, 1871	401 25	14,858 74		
October, 1871	466 15	9,278 69		
Total	5,057 34	105,197 88	\$17,746 83	\$128,032 05

Summary of payments :

Maintaining the road, &c.—Repairs of machinery and operating the road	\$65,498 91
Dividends	25,614 00
Municipal taxes	198 74
State taxes, (tonnage, \$4,265 68; g. receipts, \$768 21; common stocks, \$1,280 70,)	6,314 59
United States taxes	1,300 00

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
David Thomas	Catasauqua, Pa.
John T. Knight	Easton, Pa.
John Drake	Easton, Pa.
B. J. Leedom	Philadelphia, Pa.
Samuel Thomas	Catasauqua, Pa.
Fisher Hazard	Mauch Chunk, Pa.
George A. Wood	Philadelphia, Pa.
Thomas Earp	Philadelphia, Pa.
Charles E. Haven	Philadelphia, Pa.
John Thomas	Hokendauqua, Pa.
Joshua Hunt, President	Catasauqua, Pa.
John Williams, Secretary and Treasurer	Catasauqua, Pa.

(No. 14.)

CATAWISSA.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared M. P. Hutchinson, president, and E. Johnson, treasurer, of the Catawissa railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

M. P. HUTCHINSON, *President.*E. JOHNSON, *Treasurer.*

Sworn and subscribed before me, this }
 31st day of January, 1872. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Amount of stock subscribed.....	\$3,359,500 00
Amount paid in as by last report.....	3,359,500 00
Total amount now paid in of capital stock.....	3,359,500 00
Funded debt, as per last report.....	441,850 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1882,).....	\$230,500 00
1st mortgage bonds, 1900.....	1,300,000 00
Chattel mortgage bonds, (date of maturity, 1880,)	24,500 00
Chattel mortgage bonds, (date of maturity, 1888,)	110,000 00
Chattel mortgage bonds, (date of maturity, 1889,)	75,350 00
	<hr/>
	1,740,350 00

Date and rate per cent. per annum of dividend or dividends, May 22, 1871, $3\frac{1}{2}$ per cent.; November 22, 1871, $3\frac{1}{2}$ per cent.; cash on preferred stock.

Number of shares of stock issued: preferred, 44,000;
common, 23,190.

Amount of capital on which the respective dividends were declared..... \$2,098,900 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u><u>\$3,826,500 00</u></u>	<u><u>\$5,126,500 00</u></u>

Road leased by the Western Central railroad and Atlantic and Great Western railway. The report of its working and receipts under said lease, will be found under that heading.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. V. Williamson.....	Philadelphia.
Emmor Weaver	Philadelphia.
Francis K. Shipper.....	Philadelphia.
Ellwood Shannon.....	Philadelphia.
Charles Camblos.....	Philadelphia.
Joseph C. Harris.....	Philadelphia.
M. P. Hutchinson, President.....	Philadelphia.
E. Johnson, Secretary and Treasurer.....	Philadelphia.

(No. 15.)

CATAWISSA.

[*Western Central railroad company and Atlantic and Great Western railway company, lessees.*]

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared M. P. Hutchinson, president and general manager, and E. Johnson, treasurer, of the Catawissa railroad, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) M. P. HUTCHINSON, *Pres't and Gen. Man.*
 E. JOHNSON, *Treasurer.*

Sworn and subscribed before me, this }
 31st day of January, 1872. }

W. W. DOUGHERTY, *Alderman.*

CHARACTERISTICS OF ROAD.

Length of main line of road, from Williamsport to Tamanend	94 miles.
Length of main line of road laid	94 "
Length of main line of road laid in Pennsylvania,	94 "
Length of sidings	7 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by the company, and their length, viz.	4½ miles.
Roads worked or leased by the company	2
Number of engine houses and shops: 5 engine houses and 2 shops.	
Number of engines	21
Number of first class passenger cars	9
Number of baggage, mail and express cars	5
Number of freight cars	535

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Number of coal cars	50
Number of iron bridges	2
Number of wooden bridges	22
Number of stone bridges	None.
Number of railroads crossed	4
Number of stations on main road	19
Number of wood and water stations on main road,	14
Number of tunnels, (length of each, 1,400 feet, 200	
feet, 400 feet,)	3
How is track laid and on what foundation? Hard	
wood cross-ties, on earth, coal dirt and stone.	
Length in miles laid with steel rail	10

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	63,278
Number of miles run by freight trains	335,397
Number of miles run by coal trains	31,706
Average rate of speed adopted by ordinary passen-	
ger trains, including stops, (miles per hour,)....	21
Average rate of speed adopted by freight trains,	
including stops	10
Weight of first class passenger engines, with tender,	56,000 lbs.
Weight of freight engines, with tender	70,000 "

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal, 42,971.11	Merchandise and manufactures, 24,418.18
Pig iron..... 9,793.04	Live stock..... 1,856.04
Railroad iron..... 15,031.10	Lumber..... 138,816.09
Iron and other ores..... 11,917.07	Other articles..... 224,787.04
Stone and lime..... 1,717.02	
Agricultural products..... 16,087.15	487,452.04

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build-	
ings.....	\$116,201 02

Repairs of machinery:

Repairs of engines and tenders.....	\$34,547 44
Repairs of passenger and baggage cars	4,870 44

Repairs of freight cars	\$32,980 66
Repairs of tools and machinery in shops	7,692 33
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	7,914 29
Total.....	<u>88,005 16</u>

Operating the road :

Office expenses, stationery, &c	\$8,290 77
Agents and clerks	23,099 57
Porters, watchmen and switch tenders	13,257 36
Wood and water station attendance	6,128 99
Conductors, baggage masters and brakemen.....	57,391 73
Engineers and firemen	24,553 09
Fuel and cost of preparing for use	50,779 16
Oil and waste for engines and tenders, passenger, baggage and freight cars	8,088 22
Loss and damage of goods and baggage	322 81
Use of freight cars	4,741 79
Telegraph line	669 60
General superintendence	8,100 00
Contingencies	30,943 81
Total.....	<u>236,366 90</u>

RECEIPTS.

From passengers	\$73,570 38
From freight	559,792 13
From mail	4,944 75
From miscellaneous.....	16,021 11
Total.....	<u>654,328 37</u>

Summary of payments :

For maintaining the road, &c.—repairs of machinery and operating the road	\$440,573 08
For State taxes on tonnage and gross receipts	<u>11,240 30</u>

ACCIDENTS.

	Killed.	Injured.
Employees.....	1	1
Others.....	0	1
	—	—
Total.....	1	2
	=	=

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

June 21. John H. Stine, a brakeman on freight trains, had his right hand crushed while coupling cars at Milton.

August 14. Peter Fitzgerald, a laborer, while eating his dinner under some freight cars, which were standing on siding at Milton, was killed by being run over, the cars having been started by an engine at work some distance from him on same track.

November 25. William H. Orner, who was standing on track at Muncy, not heeding signals by engineer, was struck by locomotive of Williamsport mail and bruised severely about the head.

NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post-office address.
M. P. Hutchinson, President and General Manager	Philadelphia, Pa.
E. Johnson, Treasurer.....	Philadelphia, Pa.

(No. 16.)

CHESTER CREEK.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Samuel M. Felton, president, and Joseph Huddell, treasurer, of the Chester Creek railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

S. M. FELTON, *President.*J. HUDDALL, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1872. }

SAMUEL P. HULL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$185,000 00
Amount paid in as by last report.....	167,200 00
Total amount now paid in of capital stock.....	180,400 00
Funded debt, as per last report.....	185,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, January 1, 1903,).....	185,000 00
2d mortgage bonds, (date of maturity,).....	None.
3d mortgage bonds, (date of maturity,).....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Rate per cent. per annum of interest on funded debt,	
1st mortgage, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends ; cash, Jan. 1, 1871, 3 per cent. ; July 1, 1871, 3 per cent.	
Number of shares of stock issued.....	3,608

Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared: January 1, 1871, \$167,200; July 1, 1871, \$174,700.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$352,200 00	\$365,400 00

CHARACTERISTICS OF ROAD.

Length of main line of road from junction of Philadelphia, Wilmington and Baltimore railroad, at Lamokin, to junction of Philadelphia and Baltimore Central railroad, at Lenni	7 $\frac{1}{4}$ miles.
Length of main line road laid.....	7 $\frac{1}{4}$ “
Length of main line of road laid in Pennsylvania,	7 $\frac{1}{4}$ “
Length of double track of road.....	None.
Length of sidings.....	$\frac{3}{4}$ of a mile.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	50 pounds.
Branch roads owned by the company.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 450,)	3
Number of stone bridges.....	None.
Number of stations on main road: passenger, 8; freight, 7—total	15
How is track laid, and on what foundation? With fish-joints, gravel and sand.	

The road is leased to the Philadelphia and Baltimore Central railroad company, and is worked by said company as part of its road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley	Philadelphia.
Abraham A. Perkins.	Philadelphia.
Henry F. Kenney.....	Philadelphia.
Jarius Baker.....	Philadelphia.
Joseph Wilcox.....	Philadelphia.
Henry Wood.....	Philadelphia.
Samuel A. Crozer.....	Chester, Pa.
A. P. Morgan.....	Chester, Pa.
James M. Broomall.....	Media, Del. co., Pa.
David Woelpper.....	Chadd's Ford, Del. co., Pa.
Samuel Dickey.....	Oxford, Chester co., Pa.
Joseph Bringhamst.....	Wilmington, Del.
Samuel M. Felton, President.....	Philadelphia.
William Ward, Secretary.....	Chester, Pa.
Joseph Huddell, Treasurer.....	Philadelphia.

(No. 17.)

CHESTER VALLEY.

[For the financial year ending November 1, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John F. Gilpin, president, and William H. Holstein, treasurer, of the Chester Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN F. GILPIN, *President.*

WILLIAM H. HOLSTEIN, *Secretary.*

Sworn and subscribed before me, this }
 23d day of October, 1871. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$871,900 00
Amount of stock subscribed	871,900 00
Amount paid in as by last report	871,900 00
Total amount now paid in of capital stock	871,900 00
Funded debt, as per last report	500,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, May, 1872.)	500,000 00
Over-due interest unpaid, November 1, 1871.	
Floating debt, as by last report, (being unpaid interest,)	455,000 00
The amount now of floating debt, (unpaid interest,)	472,500 00
Total amount now of floating and funded debt.	972,500 00
Rate per cent. per annum of interest on funded debt, 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends	No dividends.
Number of shares of stock issued	17,438

Par value of each share	\$50 00
Average market value during the year: No reported market value.	
Amount paid in each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	\$1,371,900 00	\$1,371,900 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bridgeport to Downingtown	21½ miles.
Length of main line of road laid.....	21½ “
Length of main line of road laid in Pennsylvania,	21½ “
Length of double track of road	None.
Length of sidings	1½ miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	1
Number of iron bridges	None.
Number of over bridges, (total length in feet, 536,)	13
Number of wooden bridges, (total length in feet, 1,441,).....	32
Number of stone bridges, (total length in feet, 1,556,).....	26
Number of railroads crossed	None.
Number of stations on main road	16
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of roadway	\$3,000 00
Number of tunnels	None.
How is track laid, and on what foundation? Stone and gravel.	
Length in miles laid with steel rail	None.

The Chester Valley railroad is leased to the Philadelphia and Reading railroad company, and by them worked as a branch road. To all unanswered questions we respectfully refer the Auditor General to said Philadelphia and Reading railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Coffin Colket	Philadelphia.
Franklin B. Gowen	Philadelphia.
Charles E. Smith	Philadelphia.
R. B. Cabeen	Philadelphia.
H. P. M'Kean	Philadelphia.
A. E. Borie	Philadelphia.
Wm. H. Holstein	Bridgeport, Pa.
John F. Gilpin, President	Philadelphia.
Wm. H. Holstein, Secretary and Treasurer	Bridgeport, Pa.

(No. 18.)

CHESTNUT HILL.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared C. Colket, president, and H. C. Colket, treasurer, of the Chestnut Hill railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*H. C. COLKET, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of January, 1872. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$120,650 00
Amount of stock subscribed.....	120,650 00
Amount paid in as by last report.....	120,650 00
Total amount now paid in of capital stock.....	120,650 00
Funded debt, as per last report	None.
The amount now of funded debt.....	None.
Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	None.
Date and rate per cent. per annum of dividend or dividends: March 13, June 5, September 4, De- cember 2, each 3 per cent., cash.....	12
Number of shares of stock issued.....	2,413
Par value of each share	\$50 00
Average market value during the year.....	85 23
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	<u><u>120,650 00</u></u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$120,650 00	\$120,650 00
Equipment.....	<u>None.</u>	<u>None.</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Germantown to Chestnut Hill.....	4 $\frac{1}{8}$ miles.
Length of main line road laid.....	4 $\frac{1}{8}$ "
Length of main line of road laid in Pennsylvania..	4 $\frac{1}{8}$ "
Length of double track of road.....	$\frac{1}{2}$ "
Length of sidings.....	$\frac{1}{2}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by company.....	None.
Roads worked or leased by the company, viz: Leased to Philadelphia, Germantown and Norristown.	
Number of engine houses and shops.....	None.
Number of engines.....	None.
Number of first class passenger cars.....	None.
Number of baggage, mail and express cars.....	None.
Number of freight cars.....	None.
Number of coal cars.....	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 150,)	3
Number of stone bridges, (total length in feet, 30,)	1
Number of railroads crossed.....	None.
Number of stations on main road, passenger and freight	8
Number of wood and water stations on main road,	None.
Value of real estate held by the company, exclusive of road way.....	None.
Number of tunnels	None.
How is track laid, and on what foundation? Slag ballast, cross-ties two feet apart.	
Length in miles laid with steel rail.....	<u>None.</u>

The road is now leased to the Philadelphia and Reading railroad company, for a term of nine hundred and ninety-nine years, at an annual rental of 12 per cent. on the capital stock of 2,413 shares, at \$50 per share. They took possession December 1, 1870.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Joseph Patterson.....	Philadelphia.
W. L. Shaffer.....	Philadelphia.
H. M. Phillips.....	Philadelphia.
William Miller.....	Philadelphia.
F. B. Gowen.....	Philadelphia.
E. H. Weil.....	Philadelphia.
H. K. Smith.....	Philadelphia.
J. C. Audenried.....	Philadelphia.
W. W. Colket.....	Philadelphia.
A. E. Dougherty.....	Philadelphia.
W. S. Wilson.....	Philadelphia.
A. B. Eckel.....	Philadelphia.
C. Colket, President.....	Philadelphia.
H. C. Colket, Secretary and Treasurer.....	Philadelphia.

(No. 19.)

CLEVELAND AND PITTSBURG.

[For the financial year ending November 30, 1871.]

STATE OF OHIO, }
 Cuyahoga County, } ss:

Personally appeared R. F. Smith, vice president, and G. A. Ingersoll, assistant treasurer, of the Cleveland and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) R. F. SMITH, *Vice President.*

 G. A. INGERSOLL, *Assistant Treasurer.*

Sworn and subscribed before me, this }
 30th day of January, 1872. }

 G. F. BINGHAM, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$7,867,950 00
Amount of stock subscribed.....	7,867,950 00
Amount paid in as by last report.....	7,482,225 00
Total amount now paid in of capital stock.....	7,867,950 00
Funded debt, as per last report	3,772,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
* 2d mortgage bonds, (date of ma- turity, September 1, 1873,).....	\$511,500 00
3d mortgage bonds, (date of ma- turity, May 1, 1875,)	1,252,000 00
4th mortgage bonds, (date of ma- turity, January 1, 1892,).....	1,096,000 00
Consolidated sinking fund mort- gage, (date of maturity, Novem- ber 1, 1900,).....	1,000,000 00
	<hr/>
	3,859,500 00

*First mortgage retired and cancelled.

Total amount of floating and funded debt.....	\$3,859,500 00
Rate per cent. per annum of interest on funded debt: 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.; 4th mortgage, 6 per cent; consolidated and sinking fund mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends—cash, February 10, May 15, August 15, November 15, 1871	10 per cent.
Number of shares of stock issued.....	157,359
Par value of each share.....	\$50 00
Average market value during the year	60 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared: \$7,484,300; \$7,773,750; \$7,854,850; \$7,867,950.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$8,852,638 99	\$8,980,875 10
Equipment	2,284,468 04	2,537,718 99
Total cost	<u>11,137,107 03</u>	<u>11,518,594 09</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Cleveland, Ohio, to Rochester, Pa., and Bellaire, Ohio.....	167 miles.
Length of main line road laid	167 “
Length of main line road laid in Pennsylvania...	15 “
Length of double track of road.....	2 “
Length of sidings: (Road, $48\frac{3}{4}$; private, $13\frac{1}{4}$;)...	62 “
Gauge of road.....	$4\frac{1}{2}$ feet.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length, viz: Bayard, Ohio, to New Philadelphia, Ohio	32 miles.
Roads worked or leased by the company, viz: Lease of 26 miles of the Pittsburg, Fort Wayne and Chicago railway, for joint occupancy of track from Rochester, Pa., to Pittsburg, Pa.	

RAILROAD REPORT.

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Number of engine houses and shops	11
Number of engines	78
Number of first class passenger cars, (average cost of each, \$3,000,).....	34
Number of baggage, mail and express cars, (average cost of each, \$1,200,).....	20
Number of freight cars, (average cost of each, \$800,).....	515
Number of coal cars, (average cost of each, \$700,)..	1,539
Number of iron bridges, (total length in feet, 278,).....	2
Number of wooden bridges, (total length in feet, 5,022,).....	61
Number of stone bridges and arch culverts, (total length in feet, 1,539,)	43
Number of railroads crossed	3
Number of stations on main road: Passenger, 53; freight, 46; total, 53.	
Number of wood and water stations on main road,	24
Value of real estate held by the company, exclusive of road way	None.
Number of tunnels, (length of each, 1,010 feet,)...	1
How is track laid, and on what foundation? T rail, cross-ties, gravel sub-structure.	
Length in miles laid with steel rail.....	<u>None.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	347,761
Number of miles run by freight trains and coal trains.....	979,709
Number of miles run by all other trains.....	640,861
Number of through passengers for the year on main road.....	50,183
Number of passengers (all classes) carried in cars,	609,738
Number of tons of 2,000 lbs. of through freight for the year on main road.....	469,560
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,606,903
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20

Average rate of speed adopted by express trains, including stops.....	30
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines	28 tons.
Weight of freight engines	31 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

December, 1870.....	50,817	June, 1871.....	50,647
January, 1871.....	43,976	July, 1871.....	55,250
February, 1871.....	40,645	August, 1871.....	57,131
March, 1871.....	53,061	September, 1871.....	62,886
April, 1871.....	47,281	October, 1871.....	51,285
May, 1871.....	51,423	November, 1871.....	45,336

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	None.	Stone and lime.....	31,023
Bituminous coal.....	758,912	Agricultural products.....	45,737
Petroleum and other oils.....	23,476	Merchandise and manufactures...	181,555
Pig iron.....	100,679	Live stock.....	23,632
Railroad iron.....	57,794	Lumber.....	64,260
Other iron or castings.....	64,973	Other articles.....	24,225
Iron and other ores.....	230,637		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	2½ cents.
For first class way passengers.....	3½ "
Have no second or third class rates.	

The rate per ton, (of 2,000 lbs.,) per mile, charged for freight :

01.89 cents per ton per mile is the net average of our rates for through and local business, including coal, for the year.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$436,026 27
Total.....	436,026 27

Repairs of machinery :

Repairs of engines and tenders.....	\$118,956 03
Repairs of passenger and baggage cars.....	13,611 08
Repairs of freight cars	91,704 99
Repairs of tools and machinery in shops and incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	81,386 94
Total.....	<u><u>305,659 04</u></u>

Operating the road :

Office expenses, stationery, &c.....	\$21,779 81
Agents and clerks ; labor—loading and unloading freight ; porters, watchmen and switch tenders..	159,150 71
Car cleaning and inspecting, furniture and fixtures,	12,317 03
Wood and water station attendance.....	14,715 33
Conductors, baggage masters and brakemen....	121,118 62
Engineers and firemen.....	120,665 79
Fuel and cost of preparing for use.....	92,176 55
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	25,913 02
Telegraph, mail and station expenses.....	21,352 11
Loss and damage of goods and baggage.....	2,223 71
Use of freight cars	7,830 98
Damage for injury of persons	3,196 75
Damage to property, including damage by fire and cattle killed on road.....	12,947 07
General superintendence.....	97,212 37
Contingencies	35,764 14
Allotted to passenger and freight transportation: We do not make this allotment in our accounts.	
Total.....	<u><u>748,373 99</u></u>

Receipts on construction and equipment account during the year :

From sale of bonds.....	\$299,000 00
Total.....	<u><u>299,000 00</u></u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
December, 1870.....	\$16,473 75	\$156,214 25	\$7,543 46	\$1,411 81	\$211,643 28
January, 1871	40,254 61	139,768 95	7,417 07	1,029 48	188,470 11
February, 1871.....	36,766 90	154,643 99	7,091 66	1,091 23	199,593 78
March, 1871.....	48,499 16	183,638 91	7,543 46	1,427 95	241,109 48
April, 1871	44,738 45	190,463 76	7,159 46	1,260 20	243,621 87
May, 1871	50,046 21	215,757 19	7,543 46	1,353 19	274,700 05
June, 1871.....	55,000 85	233,974 31	6,966 45	1,191 27	297,132 88
July, 1871.....	57,455 64	222,152 44	6,507 46	1,252 13	287,367 67
August, 1871.....	59,995 46	222,954 26	6,667 46	1,441 09	291,058 27
September, 1871.....	64,050 54	233,368 37	6,507 46	1,329 34	305,255 71
October, 1871.....	53,001 73	220,319 23	8,037 92	1,356 34	282,715 22
November, 1871.....	44,740 40	202,147 76	9,510 68	1,580 13	257,978 97
Total	601,023 70	2,375,403 43	88,496 00	15,724 16	3,080,647 29

Summary of payments :

For construction and equipment	\$381,487 06
For maintaining the road, &c.—repairs of machinery and operating the road	1,490,059 30
For dividends	861,628 21
For interest.....	266,706 42
For miscellaneous	107,434 65
For surplus funds.....	None.
For municipal and State taxes.....	70,728 51
For United States taxes.....	249 95
Total	<u>3,178,294 10</u>
Total amount of surplus funds.....	<u>\$468,477 59</u>

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average: Our statistics do not give us these figures.

What express companies run on your road, and on what terms? Union express company, on same terms as heretofore reported until June 1, 1871. Since then at \$50,000 per annum.

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	1	3
Others	2	0
Total	<u>3</u>	<u>3</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

January 9. E. Standenmayer, yard master, killed in Manchester yard while coupling cars.

February 13. R. M. Sheets, yard master, injured in Penn street yard, Pittsburg, while coupling cars

February 14. George Little, brakeman, injured in Penn street yard, Pittsburg, while coupling cars.

August 19. Charles Mussler, run over and killed on track by yard engine, near Manchester, Pa.

September 12. Sam. Mason, brakeman on freight train, injured while coupling cars at Smith's Ferry.

September 28. A man, supposed to be Joseph Ammond, killed by freight train near Beaver Station, lying on the track in the night, apparently asleep.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. N. M'Cullough.....	Pittsburg, Pa.
G. W. Cass.....	Pittsburg, Pa.
J. K. Devereux.....	Cleveland, O.
R. F. Smith.....	Cleveland, O.
Jay Gould.....	New York.
Jas. Fisk, Jr.	New York.
William M. Tweed.....	New York.
Peter B. Sweeney.....	New York.
L. D. Rucker.....	New York.
Hugh Smith.....	New York.
Henry Harley.....	New York.
Thomas A. Scott.....	Philadelphia.
J. N. M'Cullough, President.....	Cleveland, O.
G. A. Ingersoll, Secretary and Assistant Treasurer.....	Cleveland, O.
John Thomas, Superintendent.....	Wellsville, O.

(No. 20.)

COLEBROOKDALE.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Jos. L. Bailey, president, and John Welch, treasurer, of the Colebrookdale railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOSEPH L. BAILEY, *President.*
 JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1872. }

B. F. HORAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock subscribed	50,000 00
Amount paid in is by last report	46,900 00
Total amount now paid in of capital stock	47,165 00
Funded debt, as per last report	584,700 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 1, 1898,)	584,700 00
Floating debt, as by last report	19,661 61
The amount now of floating debt	56,377 47
Total amount now of floating and funded debt ...	641,077 47
Rate per cent. per annum of interest on funded debt, 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued	915
Par value of each share	\$50 00

Amount paid in on each share, average.....	47 16
Amount of capital on which the respective dividends were declared	<u>None declared.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$661,002 39</u>	<u>\$662,332 33</u>

Equipment furnished by P. and R. R. R. Co., lessees.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pottstown to Housensack.....	18.8 miles.
Length of main line of road laid.....	12.8 "
Length of main line of road laid in Pennsylvania,	12.8 "
Length of double track of road	None.
Length of sidings	1.5 miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company	None.
Roads worked or leased by the company	None.
Number of engine houses	1
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 160,)	2
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road	9
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclusive of roadway	\$13,933 07
Number of tunnels	None.
How is track laid and on what foundation? Wooden cross-ties and stone ballast.	
Length in miles laid with steel rail	<u>None.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Will be included in return of P. and R. R. R. Co., lessees.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders	\$265 00
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Summary of payments:

For construction	\$837 00
For interest on bonded debt	35,052 00
For miscellaneous	601 73
For State taxes	1,767 00
For United States taxes	438 52

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
P. Y. Brendlinger	New Berlin, Berks co., Pa.
J. L. Bell	Philadelphia.
D. J. Brown	Philadelphia.
W. A. Church	Philadelphia.
R. B. Cabeen	Philadelphia.
John C. Smith	Pottstown, Pa.
Joseph L. Bailey, President	Pine Iron Works P. O., Berks co., Pa.
Albert Foster, Secretary	Philadelphia.
John Welch, Treasurer	Philadelphia.
G. A. Nicolls, Gen. Superintendent,	Philadelphia.

(No. 21.)

CONNECTING.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared J. Edgar Thomson, president, and Edmund Smith, treasurer, of the Connecting railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*
 EDMUND SMITH, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of January, 1872. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,800,000 00
Amount of stock subscribed	1,278,300 00
Amount paid in as by last report	1,278,300 00
Total amount now paid in of capital stock	1,278,300 00
Funded debt, as per last report	1,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	

1st mortgage bonds, date of maturity—

Series A, September 15, 1900	\$196,000 00
Series B, September 15, 1901	200,000 00
Series C, September 15, 1902	200,000 00
Series D, September 15, 1903	200,000 00
Series E, September 15, 1904	200,000 00

996,000 00

Floating debt, as by last report	None.
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The amount now of floating debt	None.
---------------------------------------	-------

Total amount now of floating and funded debt	996,000 00
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Rate per cent. per annum of interest on funded debt,

1st mortgage, 6 per cent.

Date and rate per cent. per annum of dividend or dividends: June 30, 1871; December 30, 1871, for six months each—cash, 3 per cent. each.

Number of shares of stock issued.....	25,566
Par value of each share.....	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared.....	<u>1,278,300 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$2,278,300 00</u>	<u>\$2,278,300 00</u>

This road is leased and operated by the Philadelphia and Trenton railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from eastern connection with the Pennsylvania railroad to connection with the Philadelphia and Trenton railroad.....	$6\frac{781}{1000}$ miles.
Length of main line road laid.....	$6\frac{781}{1000}$ "
Length of main line of road laid in Pennsylvania,	$6\frac{781}{1000}$ "
Length of double track of road.....	$6\frac{781}{1000}$ "
Length of sidings.....	$2\frac{753}{1000}$ "
Gauge of road.....	4ft. 9½ in.
Weight of rail per yard on main track	67 pounds.
Branch roads owned by the company.....	None.
Number of iron bridges, (total length in feet, 789,)	7
Number of stone bridges, (total length in feet, 215,)	2
Number of railroads crossed—6 steam, 3 horse.	
Value of real estate held by the company, exclusive of road way.....	\$215,000 00
How is track laid, and on what foundation? Thomson splice, gravel ballast.	

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wistar Morris.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Thomas A. Scott.....	Philadelphia.
Joseph B. Myers.....	Philadelphia.
Herman J. Lombaert.....	Philadelphia.
Washington Butcher.....	Philadelphia.
J. Edgar Thomson, President.....	Philadelphia.
Edmund Smith, Secretary and Treasurer.....	Philadelphia.

(No. 22.)

CONNECTING.

[As the same is worked by the Philadelphia and Trenton R. R. Co.]

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared F. Wolcott Jackson, general superintendent, and Floyd H. White, treasurer, of the Philadelphia and Trenton railroad company, lessee, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) F. WOLCOTT JACKSON, *Gen. Sup't.*
 FLOYD H. WHITE, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of January, 1872. }

J. P. DELANEY, *J. P.*

STOCK AND DEBT.

The answers to these questions will be found in the report of Connecting railway company, to which reference is made.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains: Cannot say, as equipment is hired.	
Number of miles run by freight trains: Cannot say, as only tolls are paid.	
Number of miles run by coal trains: Cannot say, as only tolls are paid.	
Number of through passengers for the year on main road, (included in passenger return of Philadelphia and Trenton railroad company,).....	739,166
Number of passengers (all classes) carried in cars, (included in passenger return of Philadelphia and Trenton railroad company,)	757,915

Number of tons (of 2,000 pounds) of through freight for the year on main road, (included in tonnage return of Philadelphia and Trenton R. R. Co.,)...	628,694
Gross amount of tonnage for the year, (2,000 pounds per ton)—included in tonnage return of Philadelphia and Trenton railroad company	671,588
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20 to 25
Average rate of speed adopted by express trains, including stops,	20 to 30
Average rate of speed adopted by freight trains, including stops.....	8 to 15
Weight of first class passenger engines: Cannot say, as equipment is hired.	
Weight of freight engines: Cannot say, as equipment is hired.	

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	91,217	July, 1871.....	76,774
February, 1871.....	45,690	August, 1871.....	56,758
March, 1871.....	44,465	September, 1871.....	60,924
April, 1871.....	52,367	October, 1871.....	83,352
May, 1871.....	53,584	November, 1871.....	69,199
June, 1871.....	58,391	December, 1871.....	65,194

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers, (average,)	3 cents.
For first class way passengers, (average,)	3 “
For second class through passengers, (emigrant,)...	2 “
For second class way passengers	None.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$29,917 08
Taxes on real estate	2,808 99
Total	32,726 07

Operating the road :

General expenses, &c.....	\$1,437 50
Station and terminal, including salaries of agents and clerks, incidental, &c.....	34,387 18
Telegraph, mail and station expenses.....	3,034 99
Tolls over other roads	31,445 71
Contingencies	155,941 90
Total	258,973 35

RECEIPTS.

Months.	Passengers.	Freight.	Miscella's.	Total.
January, 1871.....	\$8, 876 60	\$4, 262 22	\$67 00	\$13, 205 82
February, 1871	8, 360 92	3, 253 41	80 32	11, 694 65
March, 1871.....	7, 376 82	3, 239 64	573 18	11, 189 64
April, 1871.....	8, 792 09	4, 113 95	117 00	13, 023 04
May, 1871.....	7, 737 85	3, 163 19	77 00	10, 978 04
June, 1871.....	8, 606 11	2, 549 68	290 75	11, 446 54
July, 1871	8, 438 45	509 39	187 00	9, 134 84
August, 1871.....	8, 646 25	2, 536 12	62 00	11, 244 37
September, 1871.....	9, 158 92	6, 884 95	62 00	16, 105 87
October, 1871	10, 855 94	3, 279 54	367 75	14, 503 23
November, 1871.....	9, 308 28	3, 218 35	62 00	12, 588 63
December, 1871.....	7, 897 78	3, 786 73	265 25	11, 949 76
Total	104, 056 01	40, 797 17	2, 211 25	147, 064 43

Summary of payments :

For construction.....	\$3,000 51
Maintaining the road, &c.....	246,391 53
Municipal taxes	2,808 99
State taxes.....	6,822 90
United States taxes.....	2,949 93
Total.....	261,973 86

What express companies run on your road, and on what terms?
None.

What transportation or freight companies run on your road,
and on what terms? Camden and Amboy railroad and transpor-
tation company, paying tolls.

ACCIDENTS.

Included in accident report of the Philadelphia and Trenton railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Answered by Connecting railway company.

(No. 23.)

CORNWALL.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Lebanon County, } ss:

Personally appeared before me, A. Wilhelm, president, and Jacob Weidle, treasurer, of the Cornwall railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. WILHELM, *President.*
 JACOB WEIDLE, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of January, 1872. }

WM. W. MURRAY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$150,000 00
Amount of stock subscribed	150,000 00
Amount paid in as by last report	300,000 00
Total amount now paid in of capital stock	300,000 00
Funded debt, as per last report	None.
The amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	None.
Date and rate per cent. per annum of dividend or dividends: January and July, cash	16 per cent.
Number of shares of stock issued	6,000
Par value of each share	\$50 00
Average market value during the year	None sold.
Amount paid in on each share	\$50 00
Amount of capital on which the respective divi- dends were declared	<u>300,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$321,949 25	\$328,553 15
Equipment.....	62,279 00	66,171 35
Total cost.....	<u>384,228 25</u>	<u>394,724 50</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Cornwall to Union canal	$7\frac{47}{100}$ miles.
Length of main line of road laid.....	$7\frac{47}{100}$ “
Length of main line of road laid in Pennsylvania,	Entire.
Length of sidings	$2\frac{1}{2}$ miles.
Gauge of road	4 feet $8\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50, 56, 64 & 68 lbs.
Branch roads owned by the company and their length, viz: One is 1,000 feet long, the other, not yet finished, 4,600 feet	2
Roads worked or leased by the company, viz: None but their own.	
Number of engine houses and shops.....	1
Number of engines	3
Number of freight cars, ore cars, (average cost of each, \$250,).....	110
One lime and four material cars, (average cost of each, \$250,).....	5
Lumber trucks, (average cost of each, \$300,)	2
House car, (cost \$300,)	1
Number of iron bridges, (total length in feet, $66\frac{1}{2}$,)	2
Number of wooden bridges, (total length in feet, 150,)	8
Number of stone bridges, (total length in feet, 20,)	2
Number of railroads crossed.....	1
Number of stations on main road, freight.	12
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of roadway	\$500 00
How is track laid and on what foundation? Broken limestone and furnace cinder.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by freight trains, about.....	12,000
Number of tons of 2,000 pounds of through freight for the year on main road, and local	292,681
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	292,681
Average rate of speed adopted by freight trains, including stops, miles per hour.....	10
Weight of freight engines	<u>18, 28 & 32 tons.</u>

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal... 59,685	Iron and other ores..... 178,166
Petroleum and other oils: Includ- ed in other articles.	Stone and limestone..... 13,073
Pig iron 37,344	Other articles..... 4,414
Railroad iron, other iron or cast- ings: In other articles.	

The rate per ton, (of 2,000 pounds,) per mile, charged for freight:

For through freight	4 to 5 cents.
For through coal	4 “
For local freight, from.....	5 to 10 “
For local coal, from.....	<u>3 to 10 “</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

We keep but one repair account, including road, machinery, tools, cars and buildings.

Repairs of machinery:

Repairs of engines and tenders, passenger, baggage and freight cars, tools and machinery in shops, and incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	<u>\$18,660 01</u>
--	--------------------

Operating the road:

Office expenses.....	\$3,000 00
Porters, watchmen and switch tenders	961 39
Conductors, baggage masters and brakemen.....	1,716 00
Engineers and firemen	1,600 00
Fuel and cost of preparing for use	3,998 45
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	349 32
Contingencies.....	296 33
Total.....	30,581 50

RECEIPTS.

Months.	Freight.	Total.
January, 1871.....	\$5,525 05	.....
February, 1871.....	4,125 29	.....
March, 1871.....	5,469 80	.....
April, 1871.....	5,771 21	.....
May, 1871.....	6,740 06	.....
June, 1871.....	7,613 93	.....
July, 1871.....	7,029 22	.....
August, 1871.....	7,508 84	.....
September, 1871.....	8,246 23	.....
October, 1871.....	7,860 38	.....
November, 1871.....	8,081 78	.....
December, 1871.....	5,343 43	.....
Total.....	79,315 22	\$79,315 22

Summary of payments:

For construction and equipment	\$10,496 25
For maintaining the road, &c.—repairs of machinery and operating the road	30,581 50
For dividends	24,000 00
For State taxes.....	6,194 60
For United States taxes.....	683 40
Total.....	71,955 75
Total amount of surplus fund.....	7,359 47
	79,315 22

Cost of transportation:

Cost per ton freight per mile, proximate average, 2 cts. & 4 mills.

What express companies run on your road	None.
What transportation or freight companies run on road.....	<u>None.</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
D. S. Hammond.....	Lebanon, Pa.
Samuel Small.....	York, Pa.
A. Wilhelm, President.....	Lebanon, Pa.
Jacob Weidle, Treasurer.....	Lebanon, Pa.
John W. Mish, Secretary.	Lebanon, Pa.

(No. 24.)

COWANESQUE VALLEY.

OFFICE COWANESQUE VALLEY RAILROAD, }
ELKLAND, PA., *January 12, 1872.* }

Hon. JOHN F. HARTRANFT,
Auditor General:

DEAR SIR:—In reply to your circular requesting a report from this company, would respectfully state, that our road is located between Lawrenceville and Elkland, Pa., in the Cowanesque valley, a distance of eleven miles. The work is progressing favorably, about five miles of the road bed having been graded, but no iron has been laid. It is expected that the road will be in running order by the first day of September next.

Yours respectfully,

C. L. PATTISON,
Secretary and Treasurer.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. T. Hayt.....	Corning, N. Y.
G. B. Bradley.....	Corning, N. Y.
A. H. Gorton.....	Corning, N. Y.
C. C. B. Walker.....	Corning, N. Y.
E. F. Branch.....	Lawrenceville, Pa.
G. H. Baxter.....	Nelson, Pa.
Philip Tubbs.....	Elkland, Pa.
John Parkhurst	Elkland, Pa.
Hoyt Tubbs.....	Osceola, Pa.
Benj. Dorrance.....	Elkland, Pa.
Charles Ryon.....	Elkland, Pa.
J. N. Hungerford	Corning, N. Y.
Joel Parkhurst, President.....	Elkland, Tioga co., Pa.
Charles L. Pattison, Secretary and Treasurer	Elkland, Tioga co., Pa.

(No. 25.)

CUMBERLAND VALLEY.

[For the financial year ending September 30, 1871.]

STATE OF PENNSYLVANIA, }
Cumberland County, } ss:

Personally appeared Frederick Watts, president, and E. M. Biddle, treasurer, of the Cumberland Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FREDERICK WATTS, *President.*

E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of December, 1871. }

J. M. ALLEN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,110,000 00
Amount paid in as by last report.....	1,325,625 00
Total amount now paid in of capital stock.....	1,326,650 00
Funded debt, as per last report.....	352,300 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, April 1, 1904,).....	\$161,000 00
2d mortgage bonds, (date of maturity, April 1, 1908,).....	109,500 00
3d mortgage bonds, (date of maturity, January 1, 1884,)	81,800 00
	<hr/>
	352,300 00
The amount now of floating debt.....	None.
Rate per cent. per annum of interest on funded debt: 1st mortgage, 8; 2d mortgage, 8; com- mon bonds, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends—cash, April 1 and October 1.....	
	8 per cent. per an.

RAILROAD REPORT.

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Number of shares of stock issued.....	26,533
Par value of each share.....	\$50 00
Average market value during the year.....	58 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared	<u><u>1,326,650 00</u></u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u><u>\$1,459,229 01</u></u>	<u><u>\$1,583,444 79</u></u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hagerstown to Bridgeport, 73 miles, and 5 miles allowed by law for bridge from Bridgeport to Harrisburg.	
Length of main line of road laid in Pennsylvania..	68 miles.
Length of double track of road.....	7 “
Length of sidings.....	11½ “
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track, 50, 56 and 60 pounds.	
Branch roads owned by the company, and their length, viz:.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	5
Number of engines.....	18
Number of first class passenger cars.....	16
Number of baggage, mail and express cars.....	6
Number of freight cars.....	336
Number of iron bridges, (total length in feet, 864,)	3
Number of wrought iron girder bridges, (total length in feet, 300,).....	17
Number of wooden bridges, (total length in feet, 4,089,).....	1
Number of stone bridges, (total length in feet, 93,)	2
Number of railroads crossed	1
Number of stations on main road, (passenger, 22; freight, 20,).....	22

Number of wood and water stations on main road,	6
Number of tunnels	None.
How is track laid, and on what foundation?	Stone ballast.
Length in miles laid with steel rail	<u>3⁷/₁₀6</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	136,022
Number of miles run by freight trains	105,458
Number of miles run by wood and construction trains	16,972
Number of through passengers for the year on main road: Keep no account.	
Number of passengers (all classes) carried in cars..	302,864
Number of tons of 2,000 lbs. of through freight for the year on main road: Keep no account.	
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	297,367
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,) . . .	22
Average rate of speed adopted by express trains, including stops	22
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines, 34,000 and 36,000 pounds.	
Weight of freight engines, 50,000 pounds.	<u> </u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

October, 1870	28,765	April, 1871.....	22,765
November, 1870.....	23,853	May, 1871.....	23,773
December, 1870.....	23,969	June, 1871.....	23,020
January, 1871.....	21,456	July, 1871.....	29,624
February, 1871	18,221	August, 1871.....	39,133
March, 1871.....	24,177	September, 1871.....	24,108

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal,	90,419	Stone and lime.....	4,411
Petroleum and other oils.....	387	Agricultural products	40,944
Pig iron	5,422	Merchandise and manufactures,	53,446
Railroad iron	1,547	Live stock.....	15,818
Other iron or castings.....	7,635	Lumber	20,360
Iron and other ores.....	51,074	Other articles.....	5,874

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	About 3 cents.
For first class way passengers	About 3 “
For second class through passengers.....	None.
For second class way passengers	None.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$83,338 04
Taxes on real estate	1,983 51
Total.....	<u>85,321 55</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$9,484 96
Repairs of passenger and baggage cars	1,802 58
Repairs of freight cars	10,833 96
Repairs of tools and machinery in shops.....	2,032 70
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	8,672 95
Total	<u>32,827 15</u>

Operating the road :

Office expenses, stationery, &c.....	\$2,764 41
Agents and clerks	22,540 00
Labor—loading and unloading freight.....	3,898 00
Porters, watchmen and switch tenders.....	3,192 00
Car cleaning and inspecting, furniture and fixtures,	1,918 95
Wood and water station attendance	474 60
Conductors, baggage masters and brakemen.....	17,267 20
Engineers and firemen	13,251 60
Fuel and cost of preparing for use.....	32,122 82
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,680 25
Telegraph, mail and station expenses.....	765 50

Loss and damage of goods and baggage	\$84 91
Tolls over other roads: Don't pay any.	
Use of freight cars	787 82
Shoveling snow	700 56
Damage for injury of persons: Nothing.	
Damage to property, including damage by fire and cattle killed on road	58 00
General superintendence	3,000 00
Contingencies	13,160 63
Total.	118,667 25

RECEIPTS.

Months.	Freight and express.	Passengers.	Mail.	Total.
October, 1870	\$32,700 11	\$18,552 58	\$525 00	\$51,777 69
November, 1870	36,053 18	15,000 35	525 00	51,578 53
December, 1870	31,793 57	16,381 36	525 00	48,699 93
January, 1871	26,901 55	14,042 06	525 00	41,468 61
February, 1871	26,843 04	11,317 58	525 00	38,685 62
March, 1871	33,234 72	15,036 28	525 00	48,796 00
April, 1871	23,074 92	14,198 37	525 00	39,798 29
May, 1871	27,613 58	15,775 45	525 00	43,914 03
June, 1871	23,634 74	15,091 57	525 00	39,251 31
July, 1871	25,462 94	16,592 06	525 00	42,580 00
August, 1871	29,033 00	21,114 30	525 00	50,672 30
September, 1871	33,671 86	17,008 87	525 00	51,205 73
Total	352,017 21	190,110 83	6,300 00	548,428 04
Other sources of revenue				9,211 39
				557,639 43

Summary of payments:

For construction and equipment	\$175,438 84
For maintaining the road, &c.—repairs of machi- nery and operating the road	236,815 95
For dividends declared	106,132 00
For interest on bonds	26,548 00
For municipal taxes	1,983 51
For State and United States taxes	21,753 92
Total amount of surplus fund	\$94,798 11

Cost of transportation:

Cost per passenger per mile, and cost per ton freight per mile, proximate average: No account kept of these items.

What express companies run on your road, and on what terms? Adams express, at a charge of \$4,445 54 for last year.

What transportation or freight companies run on your road, and on what terms? Baltimore fast freight line, at regular freight tariff rates.

ACCIDENTS.

	Killed.	Injured.
Employees.....	0	1
Others.....	2	0
	—	—
Total.....	2	1
	==	==

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1870.

November 26. John Frederick Weisthoff, from Baltimore, Md., was killed by mail train going south, about three miles south of Chambersburg. He was observed sitting on the track, but too late to stop the train. A coroner's inquest was held over the body, and, upon hearing the evidence, found that no blame whatever could be attached to those in charge of the train, all having been done that was in their power to stop the train and to warn the man of its approach.

1871.

March 13. William G. Fauver, while attempting to cross the track at Marion station, was caught by the engine and thrown between the main track and siding, the cars passing over one leg. He was brought to Chambersburg, medical assistance provided for him, but died before re-action took place.

February 28. William E. Murray, a brakeman on the railroad, was caught by the hand when coupling cars. In a few weeks he was able to resume his place on the road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Frederick Watts.....	Carlisle.
Thomas A. Biddle.....	Philadelphia.
Thomas A. Scott	Philadelphia.
Washington Butcher... ..	Philadelphia.
Wistar Morris.....	Philadelphia.
H. J. Lombaert	Philadelphia.
D. O. Gehr	Chambersburg.
Thomas B. Kennedy.....	Chambersburg.
Edmund Smith	Philadelphia.
J. Edgar Thomson.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Frederick Watts, President	Carlisle, Pa.
E. M. Biddle, Secretary and Treasurer.....	Carlisle, Pa.
O. N. Lull, Superintendent.....	Chambersburg, Pa.

(No. 26.)

COLUMBIA AND PORT DEPOSIT.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared J. Edgar Thomson, president, and J. V. Elwell, for treasurer, of the Columbia and Port Deposit railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*
 J. V. ELWELL, *Treasurer.*

Sworn and subscribed before me, this {
 13th day of February, 1872. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed.....	\$220,000 00
Amount paid in as by last report.....	203,172 11
Total amount now paid in of capital stock	203,172 11
Funded debt, as per last report.....	130,900 00
The amount now of funded debt, (classified and date of maturity) as follows: 1st mortgage bonds, (date of maturity, August 1, 1892,).....	160,000 00
Floating debt, as by last report	55,697 30
The amount now of floating debt	195,409 09
Total amount now of floating and funded debt...	355,409 09
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends—stock, cash.....	None.
Par value of each share.....	\$50 00
Amount of capital on which the respective divi- dends were declared	None.

COLUMBIA AND PORT DEPOSIT

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$389,763 96</u>	<u>\$558,581 20</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Columbia, Pa., to Port Deposit, Md.....	39 $\frac{3}{10}$ miles.
Length of main line of road laid.....	5 "
Length of main line of road laid in Pennsylvania,	$\frac{1}{4}$ "
Gauge of road	4 feet 9 in.
Weight of rail per yard on main track.....	64 pounds.
Branch roads owned by the company, and their length.....	<u>None.</u>

The part of the road finished is leased to the Philadelphia, Wilmington and Baltimore railroad company.

Number of engine houses and shops, engines, first class passenger cars, baggage, mail, express, freight and coal cars	None.
Road in course of construction.	<u> </u>

Summary of payments :

For construction	<u>\$168,817 24</u>
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
J. D. Cameron.....	Harrisburg, Pa.
Philip Gossler.....	Columbia, Pa.
Maris Hoopes.....	Colemanville, Pa.
William J. Howard.....	Philadelphia, Pa.
C. S. Kauffman.....	Columbia, Pa.
H. J. Lombaert.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Joseph B. Myers.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
Jacob Tome.....	Port Deposit, Md.
J. Edgar Thomson, President.....	Philadelphia, Pa.
Joseph Leslie, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 27.)

CHARTIERS.

[The road of this company is leased to the Pittsburg, Cincinnati and
St Louis railway company.]

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared George B. Roberts, president, and J. V. Elwell, for treasurer, of the Charties railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) G. B. ROBERTS, *President.*
J. V. ELWELL, *Treasurer.*

Sworn and subscribed before me, this }
13th day of February, 1872. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$800,000 00
Amount of stock subscribed	588,750 00
Amount paid in as by last report.....	524,270 07
Total amount now paid in of capital stock.....	635,355 01
Funded debt, as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1901,)...	400,000 00
Floating debt, as by last report.....	266,649 17
The amount now of floating debt.....	60,484 39
Total amount now of floating and funded debt ...	460,484 39
Rate per cent. per annum of interest on funded debt:	
First mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends—stock, cash.....	
	None.
Number of shares of stock issued.....	8,750
Par value of each share	\$50 00

Average market value during the year	None.
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$790,919 24</u>	<u>\$1,095,839 40</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mansfield, Pa., to Washington, Pa.	22 $\frac{8}{10}$ miles.
Length of main line of road laid	22 $\frac{8}{10}$ "
Length of main line of road laid in Pennsylvania ..	22 $\frac{8}{10}$ "
Length of sidings	1 $\frac{1}{2}$ "
Gauge of road	4 ft. 9 $\frac{1}{2}$ in.
Weight of rail per yard on main track	56 pounds.
Number of engine houses	1
Number of engines, first class passenger cars, mail, express, freight and coal cars	None.
Number of iron bridges, (total length in feet, 40,) ..	2
Number of wooden bridges, (total length in feet, 2,105,)	22
Number of stone bridges	None.
Total number of stations on main road, passenger and freight	13
Number of wood and water stations on main road ..	2
Value of real estate held by the company, exclusive of road way	\$3,400
Number of tunnels, (length of each, 300 and 500 feet,)	2
How is track laid, and on what foundation? Wooden cross-ties, stone ballast.	
Length in miles laid with steel rail	<u>None.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Road is leased, and have no such data.

Summary of payments :

For construction	\$304,920 16
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
G. B. Roberts.....	Philadelphia, Pa.
Thomas L. Jewett	Philadelphia, Pa.
J. Edgar Thomson.....	Philadelphia, Pa.
Josiah Bacon	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
Wm. J. Howard.....	Philadelphia, Pa.
G. B. Roberts, President	Philadelphia, Pa.
Joseph Leslie, Secretary and Treasurer...	Philadelphia, Pa.

(No. 28.)

DANVILLE, HAZLETON AND WILKESBARRE.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Northumberland County, } ss:

Personally appeared S. P. Kase, president, and S. P. Wolverton, treasurer, of the Danville, Hazleton and Wilkesbarre railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

S. P. KASE, *President.*S. P. WOLVERTON, *Treasurer.*

Sworn and subscribed before me, this }
 14th day of February, 1872. }

A. W. BRICE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$600,000 00
Amount of stock subscribed	585,450 00
Amount paid in as by last report	498,050 00
Total amount now paid in of capital stock	584,235 00
Funded debt, as per last report	1,006,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, Oct. 1, 1887,)	\$1,400,000 00
2d mortgage bonds, (date of maturity,)	None.
3d mortgage bonds, (date of maturity,)	None.
	<hr/>
	1,400,000 00
Floating debt, as by last report	81,500 00
The amount now of floating debt, about	154,000 00
Total amount now of floating and funded debt ...	1,554,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7.	

Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, none.	
Number of shares of stock issued	11,709
Par value of each share	\$50 00
Average market value during the year	None in market
Amount paid in on each share: on 11,682 shares, \$50 each; 27 shares, \$5 each.	
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report. (Estimated.)
Construction	\$474,129 31	\$1,025,350 00
Equipment	19,050 00	30,250 00
Total cost	493,179 31	1,055,600 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Sunbury to Tomhicken	45 miles.
Length of main line of road laid	45 "
Length of main line of road laid in Pennsylvania,	45 "
Length of sidings	2½ miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	56 pounds.
Roads worked or leased by the company	None.
Number of engine houses and shops	1
Number of engines	4
Number of first class passenger cars, (average cost of each, \$5,000,)	2
Number of baggage, mail and express cars, (average cost of each, \$3,000,)	2
Number of freight cars, (average cost of each, \$650,)	7
Number of coal cars, (average cost of each, \$140,)	10
Number of wooden bridges, (total length in feet, 480,)	2
Number of railroads crossed	1

Number of stations on main road: Passenger, 18; freight, 4—total	22
Number of wood and water stations on main road,	5
Value of real estate held by the company, exclusive of road way, estimated by the president.....	\$350,000 00
How is track laid, and on what foundation? Stone, earth and gravel.	
Length in miles laid with steel rail	<u><u>$\frac{1}{2}$ mile.</u></u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	27,456
Number of miles run by freight trains.....	19,360
Number of passengers (all classes) carried in cars..	8,483
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	28,316.05
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	18
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	24 tons
Weight of freight engines.....	<u><u>34 "</u></u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	626	July, 1871.....	1,000
February, 1871.....	536	August, 1871.....	860
March, 1871.....	525	September, 1871	781
April, 1871.....	605	October, 1871	632
May, 1871.....	781	November, 1871	625
June, 1871.....	712	December, 1871.....	800

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	27,471.07	Other iron or castings.....	6.17
Bituminous coal.....	136.17	Stone and lime.....	200.01
Petroleum and other oils.....	8.15	Merchandise and manufactures,	11.04
Pig iron.....	3.10	Lumber.....	375.14
Railroad iron	42.17	Other articles.....	58.03

The rate per ton, (of 2,000 pounds,) per mile, charged for freight:

For through coal	2 $\frac{1}{2}$ cents.
For local freight.....	3 $\frac{1}{2}$ "
For local coal.....	<u><u>2$\frac{1}{2}$ "</u></u>

EXPENSES.

Repairs of machinery:

Repairs of passenger and baggage cars, estimated,	\$300 00
Repairs of freight cars	500 00
Total.....	<u>800 00</u>

Operating the road:

Office expenses, stationery, &c.....	\$500 00
Agents and clerks	3,022 17
Porters, watchmen and switch tenders.....	592 70
Conductors, baggage masters and brakemen.....	1,956 52
Engineers and firemen	2,630 26
Fuel and cost of preparing for use.....	2,200 00
Oil and waste for engines and tenders, passenger, baggage and freight cars	300 00
Loss and damage of goods and baggage.....	15 00
Total.....	<u>11,216 65</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Total.
January, 1871.....	\$524 09	.....	\$32 26	\$556 35
February, 1871	478 91	.....	27 15	506 06
March, 1871.....	446 41	.....	35 00	481 41
April, 1871.....	467 41	\$1,110 23	43 64	1,621 28
May, 1871.....	629 70	2,001 05	26 08	2,656 83
June, 1871.....	491 38	2,808 58	30 19	3,330 15
July, 1871.....	568 95	2,444 31	18 43	3,031 69
August, 1871.....	711 15	2,977 17	16 79	3,705 11
September, 1871.....	925 05	2,842 40	36 78	3,804 23
October, 1871.....	520 50	3,457 33	42 06	4,019 89
November, 1871.....	548 83	2,936 38	42 54	3,527 75
December, 1871.....	669 90	576 72	42 73	1,289 35
Total	6,982 28	21,154 17	393 65	28,530 10

Summary of payments:

Interest	<u>\$63,000 00</u>
----------------	--------------------

Cost of transportation:

Cost per passenger per mile, proximate average, cannot tell.

Cost per ton freight per mile, proximate average, cannot tell.

What express companies run on your road, and on what terms?

Central express, 25 cents per 100 pounds, for 12 miles, running from Sunbury to Danville.

What transportation or freight companies run on your road, and on what terms? None. Road constructed to Tomhicken, and

first train through to that place, December 11, 1871.

ACCIDENTS.

INJURED—Employees..... 1

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

On the 6th day of July, A. D. 1871, Lloyd Nuss, brakesman on freight train, had his fingers of left hand crushed while coupling cars.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. P. Kase.....	Danville, Pa.
R. B. Sterling	133 S. Third street, Philadelphia.
Thomas Woods.....	133 S. Third street, Philadelphia.
S. P. Wolverton.....	Sunbury, Pa.
Dr. H. W. M'Reynolds....	Buck Horn, Pa.
A. F. Porter	Norristown, Pa.
J. H. Kase.....	Danville, Pa.
S. P. Kase, President.....	Cabinet P. O., Montgomery co., Pa.
M. W. Kase, Secretary	Danville, Pa.
S. P. Wolverton, Treasurer.....	Sunbury, Pa.

(No. 29.)

DELAWARE AND HUDSON CANAL.

[For the financial year ending December 31, 1871.]

STATE OF NEW YORK, }
New York County, } ss:

Personally appeared Geo. Talbot Olyphant, president *pro tem.*, and Charles P. Hartt, treasurer, of the Delaware and Hudson canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEO. TALBOT OLYPHANT, *Pres't pro tem.*
 CHARLES P. HARTT, *Treasurer.*

Sworn and subscribed before me, this }
 14th day of February, 1872. }

JOHN A. PATTISON,
Commissioner for Pennsylvania in N. Y.

STOCK AND DEBT.

None of these items are specially applicable to the railroad account, but applied generally to the canal and railroad accounts.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$2,405,852 49	\$2,461,321 41
Equipment.....	840,027 50	922,985 00
Total cost.....	<u>3,245,879 99</u>	<u>3,384,306 41</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, between Scranton and Honesdale	45 miles.
Length of main line of road laid.....	45 "
Length of main line of road laid in Pennsylvania,	45 "
Length of double track of road	32 "
Length of sidings, about	26 "

Gauge of road : 4 feet 3 inches, 4 feet 8½ inches and 6 feet.

Weight of rail per yard on main track, from..... 45 to 56 lbs.

Roads worked or leased by the company, viz:

Baltimore Coal and Union railroad, from Green

Ridge to Mill Creek..... 17 miles.

Number of engine houses and shops: 3 engine houses and 3 shops.

Number of engines: 14 locomotive and 30 stationary.

Number of first class passenger cars, (average cost of each, \$2,500,) 3

Number of baggage, mail and express cars, (cost \$2,000,)..... 1

Number of freight cars, (average cost of each, \$400,) 55

Number of coal cars, (average cost of each, \$225,) 3,700

Number of iron bridges None.

Number of wooden bridges, (total length in feet, 1,240,)..... 19

Number of stone bridges..... None.

Number of stations on main road: Passenger and freight, 9; freight, 2—total 11

Number of coal and water stations on main road: 3 coal, 5 water.

Number of tunnels None.

How is track laid, and on what foundation? Earth, gravel and cinder foundation.

Length in miles laid with steel rail 25

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains 26,554

Number of miles run by freight trains: Cannot say, as trains now run irregularly during suspension.

Number of miles run by coal trains: Cannot say, as cars are run up inclined planes and not in trains.

Number of through passengers for the year on main road	26,504
Number of passengers (all classes) carried in cars,	95,781
Number of tons of 2,000 lbs. of merchandise freight for the year on main road.....	17,000
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,532,549
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	17
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	30 tons.
Weight of freight engines.....	23 to 34 “

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	7,787	July, 1871.....	7,695
February, 1871.....	5,956	August, 1871.....	8,559
March, 1871.....	7,149	September, 1871.....	11,246
April, 1871.....	5,979	October, 1871.....	9,839
May, 1871.....	5,517	November, 1871.....	9,315
June, 1871.....	5,032	December, 1871.....	11,707

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	1,516,549
Merchandise and manufactures, &c.....	17,000

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	3½ cents.
For first class way passengers.....	3½ “

The rate per ton, (of 2,000 lbs.,) per mile, charged for freight:

For through freight.....	3 cents.
For through coal	2 “
For local freight.....	4 “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$226,508 87
Taxes on real estate.....	25,916 43
Total.....	<u>252,425 30</u>

Repairs of machinery :

Repairs of engines and tenders, passenger, baggage and freight cars, tools and machinery in shops, and incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	<u>\$230,825 87</u>
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Operating the road :

Office expenses, stationery, &c., agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders, car cleaning and inspecting, furniture and fixtures, wood and water station attendance, conductors, baggage masters and brakemen.....	\$192,928 60
Fuel and cost of preparing for use	56,348 23
Oil and waste for engines and tenders, passenger, baggage and freight cars	10,655 79
Tolls over other roads.....	2,297 78
Total.....	<u>262,230 40</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.
January, 1871.....	\$3,340 49	\$1,840 11	\$131 61
February, 1871.....	2,459 80	1,688 62	.....
March, 1871.....	2,931 80	2,122 06	103 68
April, 1871.....	2,495 85	1,818 11	318 88
May, 1871.....	2,317 60	2,513 95	.....
June, 1871.....	2,129 30	2,946 04	.....
July, 1871.....	3,403 20	2,049 19	368 75
August, 1871.....	3,952 10	2,246 27	84 55
September, 1871.....	5,115 48	2,612 94	49 39
October, 1871.....	4,132 68	3,293 71	257 56
November, 1871.....	3,857 64	3,149 61	51 50
December, 1871.....	4,870 19	4,004 27	53 57
Total.....	41,006 13	30,289 88	1,419 49

Summary of payments :

None of these items specially applicable to the railroad account, but applied generally to the canal and railroad account of the company.

What express companies run on your road, and on what terms ?
Central express company.

What transportation or freight companies run on your road, and on what terms ? None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	3	2
Others.....	7	2
	—	—
Total.....	10	4
	=	=

NAMES AND RESIDENCE OF OFFICERS.

See canal report for information under this head.

R. Manville, Superintendent of railroad department, residence, Carbondale, Pa.

(No. 30.)

DELAWARE, LACKAWANNA AND WESTERN.

[For the financial year ending December 31, 1871.]

CITY AND COUNTY OF NEW YORK, SS:

Personally appeared Samuel Sloan, president, and A. J. Odell, treasurer, of the Delaware, Lackawanna and Western railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) SAM. SLOAN, *President.*
A. J. ODELL, *Treasurer.*

Sworn and subscribed before me, this }
1st day of February, 1872. }

CHARLES E. CARRYL,
Commissioner for Pennsylvania in New York.

STOCK AND DEBT.

Capital stock as authorized by law: Sufficient to
complete road, &c., as originally intended.

Amount paid in as by last report.....	\$18,808,850 00
Total amount now paid in of capital stock.....	18,858,850 00
Funded debt, as per last report.....	3,308,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of ma- turity, April 1, 1875,)	\$1,111,000 00
2d mortgage bonds, (date of ma- rity, March 1, 1881,).....	1,633,000 00
	<hr/>
	2,744,000 00
Floating debt, as by last report.....	2,650,000 00
The amount now of floating debt.....	4,319,917 90
Total amount now of floating and funded debt....	7,063,917 90
Rate per cent. per annum of interest on funded debt:	
1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.	

Number of shares of stock issued.....	377,177
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, including repair shops, &c.....	\$15,100,000 00	\$10,114,499 29
Equipment	3,725,000 00	4,200,482 20
Total cost	<u>18,825,000 00</u>	<u>14,314,981 49</u>

By some oversight the cost of road and equipment in our annual report for 1870, included the cost of coal lands and improvements, as well as various coal depots and shipping facilities in other States, none of which are included in the above.

A. J. ODELL, *Treasurer.*

CHARACTERISTICS OF ROAD.

Length of main line of road, from Northern State line to Delaware river.....	115 miles.
Length of main line of road laid.....	115 "
Length of main line of road laid in Pennsylvania,	115 "
Length of double track of road	85 "
Length of sidings	23 "
Gauge of road	6 feet.
Weight of rail per yard on main track.....	65 pounds.
Branch roads owned by the company: None in the State.	
Roads worked or leased by the company: None in the State.	
Number of engine houses and shops.....	4
Number of engines	128
Number of first class passenger cars, (average cost of each, \$4,000,).....	14
Number of baggage, mail and express cars, (average cost of each, \$3,000,).....	5
Number of freight cars, (average cost of each, \$600,).....	880
Number of coal cars, (average cost of each, \$225,).....	10,299

Number of iron bridges, (total length in feet, 1,414,)	
Number of wooden bridges, (total length in feet, 1,546,)	10
Number of stone bridges, (total length in feet, 280,)	5
Number of railroads crossed	2
Number of stations on main road: Passenger and freight.	23
Number of wood and water stations on main road: 20 water stations, 6 wood stations.	
Value of real estate held by the company, exclusive of road way	Cannot say.
Number of tunnels, (length of each, 2,280 feet, 560 feet, 700 feet,)	3
How is track laid, and on what foundation? 110 miles ballasted; balance on natural earth.	
Length in miles laid with steel rail	36

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	238,336
Number of miles run by freight trains	584,811
Number of miles run by coal trains	1,624,859
Number of through passengers for the year on main road	5,717
Number of passengers (all classes) carried in cars,	234,108
Number of tons of 2,000 lbs. of through freight for the year on main road	30,456
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	2,363,568
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops	25
Average rate of speed adopted by freight trains, including stops	8
Weight of first class passenger engines	68,000 lbs.
Weight of freight engines	80,000 lbs.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	17, 284	July, 1871.....	23, 677
February, 1871.....	15, 346	August, 1871.....	24, 580
March, 1871.....	19, 657	September, 1871.....	25, 291
April, 1871.....	19, 121	October, 1871.....	18, 679
May, 1871.....	18, 405	November, 1871.....	16, 386
June, 1871.....	17, 865	December, 1871.....	17, 817

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	1, 966, 212	Stone and lime.....	30, 742
Bituminous coal.....	13, 726	Agricultural products.....	52, 241
Petroleum and other oil.....	619	Merchandise and manufactures,	56, 580
Pig iron.....	4, 326	Live stock.....	6, 072
Railroad iron.....	39, 814	Lumber.....	98, 870
Other iron or castings.....	6, 267	Other articles.....	55, 416
Iron and other ores.....	54, 683		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3 cents.
For first class way passengers.....	<u>3½ “</u>

The rate per ton, (of 2,000 pounds,) per mile, charged for freight :

For through freight, average.....	2¾ cents.
For through coal, average.....	1 ⁷⁷ / ₁₀₀ “
For local freight, average.....	3½ “
For local coal, average.....	<u>2½ “</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings	\$560,557 10	\$280,278 55	\$280,278 55
Taxes on real estate	26,795 39	13,397 69	13,397 69
Total	587,352 49	293,676 24	293,676 24
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$173,944 20	\$23,946 54	\$149,997 66
Repairs of passenger and baggage cars.....	22,965 88	22,965 88	.....
Repairs of freight cars	258,016 36	.....	258,016 36
Incidental expenses, including repairs, oil, fuel, &c., about shops.....	356 66	178 33	178 33
Total	455,283 10	47,090 75	408,192 35
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$15,551 80	\$7,775 90	\$7,775 90
Agents and clerks	40,577 22	20,288 61	20,288 61
Labor—loading and unloading freight.....	12,577 95	.....	12,577 95
Porters, watchmen and switch tenders..	15,436 78	7,718 39	7,718 39
Wood and water station attendance.....	6,074 93	3,037 46	3,037 47
Conductors, baggage masters and brakemen....	116,287 10	10,288 01	105,999 09
Engineers and firemen.....	128,598 07	14,104 92	114,493 15
Fuel and cost of preparing for use.....	191,260 60	8,892 79	182,367 81
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	48,457 97	4,659 58	43,798 39
Loss and damage of goods.....	4,099 88	.....	4,099 88
Use of freight cars	13,968 45	.....	13,968 45
Damage for injury of persons	5,378 44	2,689 22	2,689 22
Damage to property, including damage by fire and cattle killed on road.....	1,141 47	570 73	570 74
General superintendence.....	3,172 38	1,586 19	1,586 19
Contingencies	25,630 17	12,815 08	12,815 09
Total	628,213 21	94,426 88	533,786 33

Receipts on construction and equipment account during the year :

From stockholders.....	\$50,000 00
Total	<u>50,000 00</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscella- neous.	Total.
January, 1871.....	\$15,475 56	\$40,264 96	\$728 66	\$495 53	\$56,964 71
February, 1871.....	12,909 25	55,436 20	728 66	495 53	69,569 64
March, 1871.....	16,743 48	59,537 38	728 66	495 54	77,505 06
April, 1871.....	16,247 27	50,245 15	728 66	495 53	67,716 61
May, 1871.....	16,699 68	115,139 24	728 66	495 98	133,063 56
June, 1871.....	16,464 31	402,395 77	728 66	6,422 54	426,011 28
July, 1871.....	21,129 49	393,429 46	715 77	495 53	415,770 25
August, 1871.....	24,531 37	426,768 96	4,839 87	4,629 59	460,769 79
September, 1871.....	24,633 62	409,495 28	2,777 83 ²	2,035 02	438,941 75
October, 1871.....	19,183 93	403,169 78	2,777 83	1,095 97	426,227 51
November, 1871.....	16,334 64	382,959 33	2,777 83	832 56	402,904 36
December, 1871.....	16,025 90	356,731 07	2,777 83	505 04	376,039 84
Total.....	216,378 50	3,095,572 58	21,038 92	18,494 36	3,351,484 36

Summary of payments :

For maintaining the road, &c.—repairs of machinery and operating the road	\$1,670,848 80
Interest	211,820 00
Municipal and State taxes.....	130,942 63
Total.....	<u>2,013,611 43</u>

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average.....	<u>Cannot tell.</u>
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What express companies run on your road, and on what terms ?
The Delaware, Lackawanna and Western express, paying us \$31,200 per annum for the privilege.

What transportation or freight companies run on your road, and on what terms ? None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	4	2
Others	2	0
	—	—
Total.....	6	2
	=	=

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

March 1. Frank Welch, 12 years of age, while standing on the track in Scranton yard, was run over by an engine and killed.

June 15. Melvin Carpenter, fireman on mine train engine, caught his right foot between the buffers of car and engine, severely injuring it.

June 16. Hampton Lamb, a brakeman on a coal train, fell between the cars when in motion, near Delaware bridge, and was killed.

June 27. George Wass, a brakeman, while coupling the cars of his train, at Portland, was caught between the buffers and instantly killed.

September 29. Thomas Joyce, a brakeman on coal train, was found dead upon the track between Dunning and Moscow; supposed to have fallen from his train when in motion; body was badly mangled when found.

October 15. Adelbert Lees, brakeman, fell from his train at Great Bend water-tank; had an arm cut off.

December 12. Michael M'Hale, conductor, and Richard M'Hale, a relative, were instantly killed near No. 6. They were riding on a summit train going south, and on jumping off train at end of bridge, a northern bound engine ran over them.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. E. Dodge.....	New York.
Moses Taylor.....	New York.
George Buekley.....	Southport, Conn.
John I. Blair.....	Blairstown, N. J.
Rufus R. Graves.....	New York.
S. B. Chittenden.....	New York.
John Brisbin.....	New York.
George Bliss.....	New York.
Perey R. Pyne.....	New York.
W. W. Phelps.....	New York.
Joseph H. Seranton.....	Seranton, Pa.
James Blair.....	Seranton, Pa.
Denning Duer.....	New York.
Wilson G. Hunt.....	New York.
Samuel Sloan, President.....	26 Exchange Place, New York.
Charles E. Carryl, Secretary.....	26 Exchange Place, New York.
Andrew J. Odell, Treasurer.....	26 Exchange Place, New York.

(No. 31.)

DUNKIRK, WARREN AND PITTSBURG.

[For the financial year ending September 30, 1871.]

STATE OF NEW YORK, }
Chautauqua County, } ss:

Personally appeared Darwin Thayer, superintendent, and Truman R. Colman, treasurer, of the Dunkirk, Warren and Pittsburg railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) DARWIN THAYER, *Superintendent.*
 T. R. COLMAN, *Treasurer.*

Sworn and subscribed before me, this }
 1st day of January, 1872. }

S. M. NEWTON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,300,000 00
Amount of stock subscribed, including stock subscribed by contractor in his contract.....	1,300,000 00
Total amount now paid in of capital stock, and more due contractor, but not yet adjusted.....	1,075,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 1, 1900,).....	\$893,000 00
2d mortgage bonds, (date of maturity, October 1, 1900,)	297,000 00
	<hr/> 1,190,000 00
The amount now of floating debt, estimated, but not adjusted	55,000 00
Total amount now of floating and funded debt....	1,245,000 00
Amount paid in on each share: Stock nearly paid in, except \$34,000 from town of Stockton, and the balance of stock to contractors for completing and equipping road.	

COST OF ROAD AND EQUIPMENT.

By present report.

Construction and equipment: Being for a gross sum in contract, cannot well be separated, as the contract is still in progress.

Total cost \$2,320,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Dunkirk, N. Y., to Warren, Pa.....	54 $\frac{8}{10}$ miles.
Length of main line road laid.....	54 $\frac{8}{10}$ “
Length of main line of road laid in Pennsylvania..	12 $\frac{5}{10}$ “
Length of sidings.....	3 $\frac{5}{10}$ “
Gauge of road.....	4 ft. 9 $\frac{1}{4}$ in.
Weight of rail per yard on main track	56 pounds.
Number of engine houses and shops: 1 each in process of construction.	
Number of engines	5
Number of first class passenger cars: 3, and 2 second class.	
Number of baggage, mail and express cars.....	2
Number of freight cars.....	60
Number of coal cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, about 1,500,).....	18
Number of stone bridges: Only culverts.	
Number of railroads crossed	2
Number of stations on main road: Passenger and freight, station buildings not yet completed; total	13
Number of wood and water stations on main road, at present	5
Value of real estate held by the company, exclusive of road way: Not yet separated, contract for road not yet being complete.	
How is track laid, and on what foundation? On cross-ties and gravel ballast.	
Length in miles laid with steel rails	<u><u>None.</u></u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	3,960
Number of miles run by freight trains	1,320
Number of passengers (all classes) carried in cars,	5,228
Number of tons of 2,000 pounds of through freight for the year on main road	1,532
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)	16
Average rate of speed adopted by express trains, including stops	18
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines	28 tons.
Weight of freight engines	32 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

From 20th August, 1871, to 30th September, 1871, as stated above.

The amount of freight, specifying the quantity in tons :

Agricultural products.....	188	Lumber.....	117
Merchandise and manufactures.....	278	Other articles.....	953

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	3 cents.
For first class way passengers	3 "
For second class through passengers	3 "
For second class way passengers	3 "

The rate per ton, (of 2,000 lbs.,) per mile, charged for freight :

For through and local freight, nearly	4 cents.
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EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Trans'n.
Maintaining the road or real estate of the corporation	\$3, 109 29	\$1, 554 65	\$1, 554 64
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$18 70		\$17 80
Repairs of passenger and baggage cars.....	4 50		
Repairs of freight cars.....	17 50	\$4 50	17 50
Total.....	39 80	4 50	35 30
OPERATING THE ROAD FOR THE YEAR, BEING ONLY FROM AUG. 20 TO SEPT. 30.			
Office expenses, stationery, &c.	\$125 00	\$62 50	\$62 50
Agents and clerks.....	277 66	138 83	138 83
Porters, watchmen and switch tenders.....	10 50	5 25	5 25
Conductors, baggage masters and brakemen.....	359 09	179 54	179 55
Engineers and firemen.....	404 99	202 49	202 50
Fuel and cost of preparing for use	724 02	362 01	362 01
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	17 08	8 67	8 41
Damage to property, including damage by fire and cattle killed on road.....	80 00	40 00	40 00
General superintendence.....	166 66	83 33	83 33
Total.....	2, 165 00	1, 082 62	1, 082 38

Receipts on construction and equipment account during the year :

From stockholders, including stock earned by contractors and paid for in construction, equipment, &c.	\$1,075,000 00
From sale of bonds, being amount sold contractors at par.	1,190,000 00
From other sources, being items for which floating debt was incurred	55,000 00
Total	<u><u>2,320,000 00</u></u>

RECEIPTS FROM AUGUST 20 TO 30TH SEPTEMBER.

Passengers	\$3,255 39
Freight	3,146 67
Total	<u><u>6,402 06</u></u>

Summary of payments :

For construction and equipment	\$5,314 09
For interest, miscellaneous, surplus funds, municipal, State and United States taxes: The contractor for construction paid some interest on bonds and some taxes, which are embraced in construction account up to August 20.	
Total	<u><u>5,314 09</u></u>

Cost of transportation :

Cost per passenger per mile, proximate average..	3 cents.
Cost per ton freight per mile, proximate average,	<u><u>4 "</u></u>

The road having been run by the company only $1\frac{1}{2}$ months, and contract still going on, the statistics not fully kept.

What express companies run on your road, and on what terms? No contract made to September 30.

What transportation or freight companies run on your road, and on what terms? None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.

Post office address.

William Bookston.....	Dunkirk, N. Y.
Walter Finkel.....	Dunkirk, N. Y.
Stephen M. Newton.....	Dunkirk, N. Y.
Orange T. Winans.....	Dunkirk, N. Y.
George Barker.....	Fredonia, N. Y.
Thomas L. Higgins.....	Fredonia, N. Y.
Timothy D. Copp.....	Sinclearville, N. Y.
B. F. Denison.....	Sinclearville, N. Y.
Joseph A. Neill.....	Warren, Pa.
John W. Foll	North-East, Pa.
Horace S. Clark	New York city.
Augustus Schell.....	New York city.
James H. Banker.....	New York city.
Timothy D. Copp, President.....	Sinclearville, N. Y.
Augustus Schell, Vice President.....	New York city.
John F. M'Pherson, Secretary.....	Warren, Pa.
Truman R. Colman, Treasurer.....	Dunkirk, N. Y.
S. M. Newton, Chief Engineer.....	Dunkirk, N. Y.

(No. 32.)

EAST BRANDYWINE AND WAYNESBURG.

[For the financial year ending January 1, 1872.]

STATE OF PENNSYLVANIA, } ss:
Chester County,

Personally appeared John Cornog, president, and John G. Lewis, treasurer, of the East Brandywine and Waynesburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN CORNOG, *President.*
 JOHN G. LEWIS, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of December, 1871. }

WILLIAM MORTON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$285,000 00
Amount of stock subscribed	91,150 00
Amount paid in as by last report	89,800 00
Total amount now paid in of capital stock	89,800 00
Funded debt, as per last report	175,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1885,)	\$140,000 00
2d mortgage bonds, (date of maturity, January 1, 1873,)	35,000 00
	<hr/> 175,000 00
Floating debt, as by last report	2,000 00
The amount now of floating debt	2,000 00
Total amount now of floating and funded debt....	177,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 8 per cent.	

Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued	1,823
Par value of each share	\$50 00
Average market value during the year.....	Unknown.
Amount paid in each share, average about	<u>\$49 26</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$264,800 00</u>	<u>\$264,800 00</u>
Equipment by Pennsylvania railroad company.		

CHARACTERISTICS OF ROAD.

Length of main line of road, from Downingtown to Waynesburg	17½ miles.
Length of main line of road laid.....	17½ “
Length of main line of road laid in Pennsylvania,	17½ “
Length of sidings, about	2,800 feet.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track, 45 and 55 pounds.	
Number of engine houses and shops, engine house,	1.
Number of wooden bridges, (total length in feet, unknown,)	6
Number of railroads crossed	1
Number of stations on main road, (passenger, 12; freight, 11,).....	12
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of roadway	<u>\$2,500 00</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

The East Brandywine and Waynesburg railroad is leased to the Pennsylvania railroad company and run by them as a branch, to whom we respectfully refer you for particulars.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James M'Clune	Philadelphia.
Samuel Jones.....	Rockville.
L. F. Roberts.....	Loags.
William D. Smith	Loags.
Thomas Millard.....	Loags.
John S. Parker.....	Norwood.
William Morton.....	Honeybrook.
William P. Buchanan.....	Honeybrook.
Joseph C. Davis.....	Honeybrook.
Samuel H. M'Connell.....	Honeybrook.
Joseph M. M'Clure.....	Downingtown.
David Shelmire.....	Downingtown.
John Cornog, President.....	Norwood.
Thomas Millard, Secretary.....	Loags.
John G. Lewis, Treasurer.....	Honeybrook.

(No. 33.)

EAST MAHANOEY.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and John Welch, treasurer, of the East Mahanoy railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*
 JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1872. }

B. F. HORAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	392,550 00
Amount paid in as by last report.....	392,550 00
Total amount now paid in of capital stock	392,550 00
Funded debt, as per last report	None.
The amount now of funded debt	None.
Floating debt, as by last report.....	None.
The amount now of floating debt	None.
Rate per cent. per annum of interest on funded debt,	None.
Date and rate per cent. per annum of dividend or dividends: In January and July, each, cash....	3 per cent.
Number of shares of stock issued.....	7,851
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared	392,550 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$391,603 93	\$391,603 93

Equipped by the Philadelphia and Reading railroad company, sub-lessees.

CHARACTERISTICS OF ROAD.

Length of main line of road, from East Mahanoy Junction to St. Nicholas Station	$7\frac{5.4}{100}$ miles.
Length of main line of road laid	$7\frac{5.4}{100}$ "
Length of main line of road laid in Pennsylvania..	$7\frac{5.4}{100}$ "
Length of double track of road	None.
Length of sidings.....	$3\frac{1.0}{100}$ miles.
Gauge of road.....	4 feet $8\frac{1}{2}$ in.
Weight of rail per yard on main track	56, 60, 64, 68 lbs.
Branch roads owned by the company, and their length, viz: Eshleman branch, length 1,740 feet; Oak Hollow branch, length 7,700 feet; Pomeroy and Rickert branch, length 1,582 feet; North Mahanoy branch, length 4,695 feet; Hill & Harris branch, 1,950 feet.	
Number of iron bridges, (total length in feet, 137,)	5
Number of wooden bridges, (total length in feet, $186\frac{2}{100}$,)	12
Number of stone bridges, (total length in feet, $11\frac{1}{2}$,)	1
Number of stations on main road: Passenger, 4; freight, 4—total	8
Number of wood and water stations on main road,	2
Number of tunnels, (length, 3,400 feet,).....	1
How is track laid, and on what foundation? Cross-ties, coal dirt ballast.	
Length in miles laid with steel rail	None.

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Will be returned by the Philadelphia and Reading railroad company, sub-lessees.

Summary of payments:

For dividends	\$23,258 59
For State taxes on dividends.....	1,177 64
For United States taxes on dividends.....	294 41
	<u> </u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. P. M'Kean.....	Philadelphia.
A. E. Borie.	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott	Philadelphia.
John Ashhurst.....	Philadelphia.
Charles E. Smith.....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Albert Foster, Secretary.....	Philadelphia.
John Welch, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent.....	Philadelphia.

(No. 34.)

EAST PENNSYLVANIA.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Franklin B. Gowen, president, and John Welch, treasurer, of the East Pennsylvania railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*
 JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1872. }

B. F. HORAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$1,309,200 00
Amount paid in as by last report.....	1,309,200 00
Total amount now paid in of capital stock.....	1,309,200 00
Funded debt, as per last report.....	495,900 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, March 1, 1888,)	495,900 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt...	495,900 00
Rate per cent. per annum of interest on funded debt,	
1st mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends ; cash, Jan. and July, each 3 per cent.	
Number of shares of stock issued.....	26,184
Par value of each share.....	\$50 00
Average market value during the year.....	40 00

Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared.....	<u><u>1,309,200 00</u></u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u><u>\$1,484,290 12</u></u>	<u><u>\$1,484,290 12</u></u>

Equipped by Philadelphia and Reading R. R. company, lessees.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Reading to Allentown	36 miles.
Length of main line of road laid	36 "
Length of main line of road laid in Pennsylvania,	36 "
Length of double track of road.....	None.
Length of sidings.....	10.3 miles
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track, 52, 57, 60, 64, 68 pounds.	
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of iron bridges, (total length in feet, 19,)	1
Number of wooden bridges, (total length in feet, 80,)	2
Number of stone bridges, (total length in feet, 275,)	14
Number of railroads crossed.....	None.
Number of stations on main road.....	13
Number of water stations on main road.....	5
Number of tunnels.....	None.
How is track laid, and on what foundation? Broken stone, sand and gravel ballast, 8 feet ties.	
Length in miles laid with steel rails.....	<u><u>None.</u></u>

This road is leased to the Philadelphia and Reading railroad company, and the tonnage, receipts and payments will be included in their return.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. B. Cabeen.....	Philadelphia.
A. E. Borie.....	Philadelphia.
W. A. Porter.....	Philadelphia.
James E. Gowen.....	Philadelphia.
Thomas Hart, Jr.	Philadelphia.
Morton P. Henry.....	Philadelphia.
J. L. Stichter.....	Reading, Pa.
George D. Stitzel.....	Reading, Pa.
Franklin B. Gowen, President	Philadelphia.
Albert Foster, Secretary.....	Philadelphia.
John Welch, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent.....	Philadelphia.

(No. 35.)

EBENSBURG AND CRESSON.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Cambria County, } SS:

Personally appeared A. A. Barker, president, and John Williams, treasurer, of the Ebensburg and Cresson railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. A. BARKER, *President.*
 JOHN WILLIAMS, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of October, 1871. }

E. J. WATERS, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	42,000 00
Total amount now paid in of capital stock.....	42,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1881,)	\$80,000 00
	<hr/>
	80,000 00
Total amount now of floating and funded debt....	80,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends—stock and cash.....	None.
Number of shares of stock issued.....	840
Par value of each share	\$50 00
Average market value during the year.....	4 00
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	<u>\$122,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Cresson to Ebensburg	11 miles.
Length of main line of road laid	11 "
Length of main line of road laid in Pennsylvania ..	11 "
Length of sidings	$\frac{1}{2}$ "
Gauge of road	4 ft. 9 in.
Weight of rail per yard on main track	45 pounds.
Number of engine houses and shops	1
Number of wooden bridges	1
Number of stations on main road, passenger	3
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclusive of roadway	\$400 00
How is track laid, and on what foundation? On spruce ties; partly stone and granite ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

This road is leased to the Pennsylvania railroad company for 999 years. All the business of the road will be included in their report.

NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
A. A. Barker, President	Ebensburg, Pa.
Abel Lloyd, Secretary	Ebensburg, Pa.
John Williams, Treasurer	Ebensburg, Pa.

(No. 36.)

ELMIRA AND WILLIAMSPORT.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas Kimber, Jr., president, and Wm. C. Longstreth, treasurer, of the Elmira and Williamsport railroad company, and in due form of law made affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) THOS. KIMBER, JR., *President.*
 WM. C. LONGSTRETH, *Treasurer.*

Affirmed and subscribed before me, this }
 3d day of January, 1872. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed.....	1,000,000 00
Amount paid in as by last report	1,000,000 00
Total amount now paid in of capital stock.....	1,000,000 00
Funded debt, as per last report	1,620,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1880,).....	\$1,000,000 00
5 per cent. bonds	570,000 00
Mortgage on real estate, Elmira..	50,000 00
	<hr/> 1,620,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	\$1,620,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 5 per cent. bonds, 5 per cent.	

Date and rate per cent. per annum of dividend or dividends, cash: January, 1871, $3\frac{1}{2}$ per cent., July, 1871, $3\frac{1}{2}$ per cent., on \$500,000 preferred stock; May, 1871, $2\frac{1}{2}$ per cent., November, 1871, $2\frac{1}{2}$ per cent., on \$500,000 common stock.

Number of shares of stock issued: 10,000 shares preferred stock, 10,000 shares common stock.

Par value of each share..... \$50 00

Average market value during the year: \$42 preferred, \$30 common.

Amount paid in on each share 50 00

Amount of capital on which the respective dividends were declared: \$500,000 preferred, \$500,000 common 1,000,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$2,268,000 00	\$2,268,000 00
Equipment.....	352,000 00	352,000 00
Total cost.....	<u>2,620,000 00</u>	<u>2,620,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Williamsport, Pa., to Elmira, N. Y.....	78 miles.
Length of main line of road laid.....	78 "
Length of main line of road laid in Pennsylvania,	<u>69.2 "</u>

This road is leased by the Northern Central railroad company, and being operated as a branch of that road, the receipts, expenses, &c., are included in the report made by that company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. Macalester.....	Philadelphia.
Wm. D. Lewis.....	Philadelphia.
Alex. S. Diven	Elmira, N. Y.
Wm. C. Longstreth.. ..	Philadelphia.
Thomas Neilson	Philadelphia.
Wm. Read Fisher	Philadelphia
Thomas Kimber, Jr., President.....	Philadelphia.
Lewis P. Geiger, Secretary	Philadelphia.
Wm. C. Longstreth, Treasurer.....	Philadelphia.

(No. 37.)

ELMIRA AND WILLIAMSPORT.

[Northern Central Railway Company, lessee]

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Dauphin County, } ss :

Personally appeared J. D. Cameron, president of the Elmira and Williamsport railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) J. D. CAMERON, *President.*

Sworn and subscribed before me, this }
 8th day of February, 1872. }

D. A. KEPNER, *Alderman.*

STATE OF MARYLAND, }
Baltimore City, } ss :

Personally appeared J. S. Leib, treasurer of the Northern Central railway company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }
 6th day of February, 1872. }

WM. H. BAYZAND, *J. P.*

STOCK AND DEBT.

See report of president and treasurer of Elmira and Williamsport railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Williamsport, Pa., to Elmira, N. Y.....	78 miles.
Length of main line road laid.....	78 "
Length of road laid in Pennsylvania.....	70 "

Length of double track of road	None.
Length of sidings	14 miles.
Gauge of road	4 ft. 9 inches.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by company.....	None.
Roads worked or leased by the company, viz:....	None.
Number of engine houses and shops	3
Number of engines: Use the engines and cars of Northern Central railway company.	
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 4,062,).....	27
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road.....	23
Number of tunnels.....	None.
How is track laid, and on what foundation? Earth bed and cross-ties.	-
Length in miles laid with steel rail	<u>None.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	153,040
Number of miles run by freight and coal trains...	351,114
Number of through passengers for the year on main road.....	33,596
Number of passengers (all classes) carried in cars,	108,714
Number of tons of 2,000 pounds of through freight for the year on main road	249,795
Gross amount of tonnage for the year, (2,000 pounds per ton,)	360,870
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops.....	23
Average rate of speed adopted by freight ^d trains, including stops.....	10
Weight of first class passenger engines.....	59,000 pounds.
Weight of freight engines	<u>63,000</u> " <u></u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	7,161	July, 1871	11,726
February, 1871.....	6,240	August, 1871.....	11,990
March, 1871.....	8,359	September, 1871.....	10,806
April, 1871.....	7,834	October, 1871.....	9,935
May, 1871.....	8,208	November, 1871.....	8,641
June, 1871.....	9,542	December, 1871	8,272

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal... 232,311	Agricultural products.....	45,435
Petroleum and other oils..... 132	Merchandise and manufactures ...	29,659
Pig iron 6,158	Live stock.....	1,407
Railroad iron..... 3,627	Lumber	25,571
Other iron or castings 6,786	Other articles.....	7,814
Iron and other ores..... 699		
Stone and lime 1,271		<u>360,870</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'p'n.	Freight Trans'p'n.
Repairs or maintenance of way, including buildings.....	\$154,477 36	\$58,619 34	\$115,858 02
Taxes on real estate.....	3,806 65	951 66	2,854 99
Total.....	158,284 01	59,571 00	118,713 01
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$37,148 57	\$9,287 14	\$27,861 43
Repairs of passenger and baggage cars.....	359 61	359 61	
Repairs of freight cars.....	7,513 28		7,513 28
Repairs of tools and machinery in shops.....	2,110 31	527 57	1,582 74
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	12,755 06	3,188 76	9,566 30
Total.....	59,886 83	13,363 08	46,523 75
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$3,754 93	\$1,347 46	\$2,407 47
Agents and clerks.....	10,586 90	2,199 95	8,386 95
Labor—loading and unloading freight.....	3,932 08		3,932 08
Porters, watchmen and switch tenders.....	17,100 14	4,275 03	12,825 11
Car cleaning and inspecting, furniture and fixtures.....	4,785 92	2,102 93	2,682 99
Wood and water station attendance.....	1,204 21	301 05	903 16
Conductors, baggage masters and brakemen.....	32,066 20	10,051 41	22,014 79
Engineers and firemen.....	31,125 23	6,873 40	24,251 83
Fuel and cost of preparing for use.....	68,479 27	15,869 81	47,609 46
Oil and waste for engines and tenders.....	5,260 77	1,315 19	3,945 58
Telegraph, mail and station expenses.....	5,083 84	1,270 91	3,812 93
Loss and damage of goods and baggage.....	472 45	472 45	
Use of freight cars.....	64,873 28		64,873 28
Shoveling snow.....	1,415 60	353 90	1,061 70
Damage to property, including damage by fire and cattle killed on road.....	1,700 52		1,700 52
General superintendence.....	2,365 00	591 21	1,773 79
Contingencies.....	14,281 29	3,570 32	10,710 97
Total.....	263,437 63	50,595 02	212,842 61

RECEIPTS FOR THE YEAR ENDING DECEMBER 31, 1871.

Passengers.....	\$130,941 22
Freight.....	383,886 74
Mail and express	23,995 52
Miscellaneous	2,474 15
Total	<u>541,297 63</u>

Summary of payments :

Maintaining the road, &c.—repairs of machinery and operating the road.....	\$481,608 48
Dividends, interest and miscellaneous	166,210 94
Total	<u>647,819 42</u>

ACCIDENTS.

	Killed.	Injured.
Employees.....	1	0
Others.....	0	2
Total.....	<u>1</u>	<u>2</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

February 21. John Ferguson was thrown off hand car at Troy and had his leg broken.

September 29. John Shriver was walking on track near Cogan Valley, and was struck by a passenger train and slightly injured.

November 3. George Bentley, freight brakeman, was caught between cars while coupling at Roaring Branch, and killed.

NAMES AND RESIDENCE OF OFFICERS.

See report of president and treasurer Elmira and Williamsport railroad company.

(No. 38.)

ERIE.

[For the financial year ending September 30, 1871.]

STATE OF PENNSYLVANIA, } ss:
 _____ County,

Personally appeared Jay Gould, president, and J. D. White, treasurer, of the Erie railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

JAY GOULD, *President.*J. D. WHITE, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of January, 1872. }

MORTIMER SMITH,

Com. of Deeds for Penna. in New York.

STOCK AND DEBT.

Amount of stock subscribed	\$86,536,910 00
Amount paid in as by last report	83,536,910 00
Total amount now paid in of capital stock.....	86,536,910 00
Funded debt, as per last report	23,398,800 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
Sterling bonds, Sept. 1, 1875....	\$4,844,400 00
1st mortgage bonds, (date of ma- turity, July 1, 1897,).....	3,000,000 00
4th mortgage bonds, Oct. 1, 1880,	4,441,000 00
2d mortgage bonds, (date of ma- turity, Sept. 1, 1879,).....	4,000,000 00
5th mortgage bonds, June 1, 1888,	926,500 00
3d mortgage bonds, (date of ma- turity, March 1, 1883,).....	6,000,000 00
Buffalo branch, July 1, 1891....	186,400 00
Consolidated mortgage bonds, September 1, 1920.....	3,000,000 00
	<hr/> 26,398,800 00

Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.; 4th, 5th, and Buffalo branch, 7 per cent.; sterling, 6 per cent.; sterling consolidated, 7 per cent., gold.	
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued.....	865,369
Par value of each share	\$100 00
Amount of capital on which the respective dividends were declared	<u>None.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$65,504,999 00	\$97,043,924 73
Equipment	8,440,588 02	9,860,437 49
Total cost	<u>73,945,587 02</u>	<u>106,904,362 22</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Jersey city, N. J., to Dunkirk.....	459 miles.
Length of main line of road laid.....	459 “
Length of main line of road laid in Pennsylvania,	42 “
Length of double track of road.....	397½ “
Gauge of road.....	6 feet.
Weight of rail per yard on main track	64 and 70 lbs.
Branch roads owned by the company, and their length, viz: Piermont branch, 18 miles; Newburgh, 19 miles; Buffalo branch, 60 miles; B., B. and Pittsburg, 25½ miles; Newburgh short cut, 12¾ miles; Hawley branch, 16 miles.	
Roads worked or leased by the company, viz: Atlantic and Great Western to August 31, 1871; Northern railroad of New Jersey; Hackensack and New York; Hackensack extension; Paterson and Newark; Buffalo division; Rochester branch; Chemung branch; Wehawken branch; Honesdale branch; Carbondale branch; Suspension Bridge branch.	

Number of engine houses and shops.....	40
Number of engines	475
Number of first class passenger cars.....	232
Number of baggage, mail, express and emigrant cars	124
Number of freight and coal cars.....	9,779

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	3,068,701
Number of miles run by freight and coal trains...	7,511,065
Number of through passengers for the year on main road	229,740
Number of passengers (all classes) carried in cars,	3,509,462
Number of tons of 2,000 lbs. of through freight for the year on main road.....	1,473,528
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	4,844,208
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops.....	26 to 30
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	31 tons.
Weight of freight engines.....	36 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

October, 1870.....	299,627	May, 1871.....	299,786
November, 1870.....	276,353	June, 1871.....	299,355
December, 1870.....	267,800	July, 1871	354,526
January, 1871.....	222,397	August, 1871.....	360,712
February, 1871	201,784	September, 1871.....	385,880
March, 1871.....	270,672		
April, 1871.....	270,770		5,509,462

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	1,294,024	Merchandise and manufactures,	499,525
Bituminous coal.....	1,282,538	Live stock.....	319,785
Petroleum and other oils.....	110,214	Lumber.....	261,272
Vegetable food.....	745,670	Other articles.....	212,219
Agricultural products.....	118,961		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	2.05 cents.
For first class way passengers	2.73 “
For second class through passengers.....	None.
For second class way passengers	None.

The rate per ton, (of 2,000 pounds,) per mile, charged for freight:

For through freight per ton per mile.....	1 a 1 $\frac{1}{4}$ a 1 $\frac{1}{2}$ cts.
For local freight per ton per mile	1 $\frac{1}{2}$ a 1 $\frac{3}{4}$ a 2 cts.

EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Transp'n.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings.....	\$3, 199, 418 11	\$799, 854 52	\$2, 399, 563 59
Taxes on real estate	233, 530 35	58, 382 58	175, 147 77
Total	3, 432, 948 46	858, 237 10	2, 574, 711 36
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$945, 207 63	\$263, 952 55	\$681, 255 28
Repairs of passenger and baggage cars.	287, 925 31	287, 925 31	.....
Repairs of freight cars.....	944, 181 72	.....	944, 181 72
Repairs of tools and machinery in shops	113, 664 25	28, 416 06	85, 248 19
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	63, 663 06	15, 916 51	47, 749 55
Total	2, 354, 644 97	596, 210 23	1, 758, 434 74
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$244, 658 72	\$61, 164 68	\$183, 494 04
Agents and clerks	1, 173, 627 22	351, 278 13	822, 349 09
Labor—loading and unloading freight.....	670, 718 01	.....	670, 718 01
Porters, watchmen and switch-tenders.....	247, 546 67	61, 886 66	185, 660 01
Wood and water station attendance.....	39, 261 00	9, 815 25	29, 445 75
Conductors, baggage masters and brakemen.....	1, 034, 574 20	287, 318 54	747, 255 66
Engineers and firemen.....	1, 078, 386 92	351, 474 71	726, 912 21
Fuel and cost of preparing for use.....	1, 076, 368 06	322, 910 41	753, 457 65
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	219, 344 33	55, 047 84	164, 296 49
Telegraph, mail and station expenses.....	125, 125 50	23, 769 84	99, 356 66
Loss and damage of goods and baggage	202, 364 70	3, 036 95	199, 327 75
Hudson River ferry.....	355, 663 56	.....	355, 663 56
Damage for injury of persons.....	71, 506 54	.....	.....
Damage to property, including damage by fire and cattle killed on road.....	26, 793 59	.....	36, 793 59
General superintendence.....	127, 100 34	31, 775 08	95, 325 26
Contingencies	199, 252 43	49, 813 10	149, 439 33
Total	6, 892, 292 79	1, 682 797 73	5, 209, 495 06

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscella's.	Total.
October, 1870.....	\$291,609 51	\$1,271,670 52	\$66,370 64	\$31,703 19	\$1,661,353 86
November, 1870.....	247,356 83	1,179,828 49	79,641 93	23,686 61	1,530,513 86
December, 1870.....	225,520 03	695,137 91	66,687 00	14,806 22	1,002,151 16
January, 1871.....	182,343 85	800,111 23	43,339 94	29,674 14	1,055,469 16
February, 1871.....	160,969 50	742,644 36	40,526 91	27,052 53	971,193 80
March, 1871.....	231,210 73	907,350 55	45,561 64	17,376 73	1,201,499 65
April, 1871.....	246,756 06	920,915 88	51,982 48	34,302 24	1,253,956 66
May, 1871.....	297,049 02	1,067,288 12	45,663 99	33,376 15	1,443,377 28
June, 1871.....	288,243 47	1,123,635 58	38,047 70	43,567 46	1,498,494 21
July, 1871.....	330,578 98	1,302,583 91	55,211 46	31,703 89	1,720,078 24
August, 1871.....	378,377 88	1,400,117 03	53,509 44	32,549 93	1,864,554 33
September, 1871.....	367,651 41	1,323,147 51	68,142 41	35,436 16	1,794,377 49
Profits operating sundry branches,	.....	.....	.....	.....	170,985 96
Total	3,247,667 27	12,739,431 09	654,685 54	355,235 30	17,168,005 16

Summary of payments:

For maintaining the road, &c.—repairs of machinery and operating the road	\$12,679,886 22
Interest on funded debt.....	1,771,138 90
Rents of sundry railroads.....	1,329,384 27
Mileage for cars.....	478,681 94
Insurance, &c.....	88,786 74
Loss operating Atlantic and Great Western railway to August 31	694,780 81
For United States taxes.....	7,081 73
Total.....	17,049,740 51
Total amount of surplus fund.....	118,264 65
	<u>17,168,005 16</u>

What express companies run on your road, and on what terms?
United States express company.

What transportation or freight companies run on your road,
and on what terms? Great Western despatch, South Shore line,
North Shore line.

ACCIDENTS FROM OCTOBER 1, 1870, TO SEPTEMBER 30, 1871.

DATE.	PASSEN- GERS.		EMPLOYEES		OTHERS.		TOTAL.	
	Killed	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....
October, 1870.....	1	.....	2	6	8	3	11	9
November, 1870.....	.....	1	4	3	1	5	5	9
December, 1870.....	.....	1	2	6	3	1	5	8
January, 1871.....	.....	1	.....	3	3	.....	3	4
February, 1871.....	.....	.....	1	4	1	1	2	5
March, 1871.....	.....	1	2	5	3	.....	5	6
April, 1871.....	.....	.....	4	12	12	2	6	4
May, 1871.....	4	36	1	6	3	.....	8	42
June, 1871.....	.....	1	3	4	9	1	12	6
July, 1871.....	.....	.....	9	4	6	3	15	7
August, 1871.....	.....	10	2	6	6	2	8	18
September, 1871.....	.....	.....	1	10	1	3	2	13
Killed.....	5	.....	31	.....	46	.....	82	.....
Injured .....	.....	51	.....	59	.....	21	.....	131

NAMES OF OFFICERS.

Directors.

Jay Gould,
James Fisk, Jr.,
Frederick A. Lane,
J. D. White,
John Ganson,
H. N. Otis,
Charles G. Sisson,
Edwin Eldridge,

Directors.

Homer Ramsdell,
Henry Thompson,
John Hilton,
O. H. P. Archer,
M. R. Simons,
George C. Hall,
Henry Sherwood,
And two vacancies.

EXECUTIVE OFFICERS.

Jay Gould, President and Treasurer.
James Fisk, Jr., Vice President and Comptroller.
Horatio N. Otis, Secretary.
Mortimer Smith, Assistant Secretary.
Justin D. White, Treasurer.

OTHER OFFICERS.

Frederick A. Lane, Counsellor.
Thomas G. Shearman, Associate Counsel.
L. D. Rucker, General Superintendent.
J. W. Guppy, Assistant General Superintendent.
B. W. Blanchard, General Freight Agent.
J. H. Rutter, Assistant General Freight Agent.
W. R. Barr, General Passenger Agent.
J. N. Abbott, Assistant General Passenger Agent.
G. P. Morosini, Auditor.
John Hilton, Engineer.

(No. 39.)

ERIE AND PITTSBURG.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
Erie County, } ss:

Personally appeared William L. Scott, president, and William Brewster, treasurer, of the Erie and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. L. SCOTT, *President.*
W. BREWSTER, *Treasurer.*

Sworn and subscribed before me, this }
22d day of November, 1871. }

E. CAMPHAUSER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,500,000 00
Amount of stock subscribed	1,996,300 00
Amount paid in as by last report, \$999,600 at par, and 10 per cent, on \$996,500	1,099,250 00
Total amount now paid in of capital stock, \$999,800 at par, and 10 per cent on \$996,500	1,099,450 00
Funded debt, as per last report	2,577,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of ma- turity, July 1, 1882,)	\$538,600 00
2d mortgage bonds, (date of ma- turity, March 1, 1890,)	115,400 00
Consolidated mortgage bonds, (date of maturity, July 1, 1898,)	1,923,000 00
Equipment mortgage bonds, (date of maturity, October 1, 1900,) ..	600,000 00
	<hr/>
	3,177,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.

Total amount now of floating and funded debt . . .	\$3,177,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; consolidated mortgage, 7 per cent.; equipment mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, December, 10, 1870, March 10, 1871, June 10, 1871, September 10, 1871	1 $\frac{3}{4}$ per ct. each.
Number of shares of stock issued	39,926
Par value of each share	\$50 00
Average market value during the year	75 to 90 cts.
Amount paid in on each share: \$50 on 19,996 shares, and 10 per cent. on 19,930 shares.	
Amount of capital on which the respective divi- dends were declared, average	<u>\$1,996,275 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$3,155,649 84	\$3,157,794 73
Equipment	1,363,328 78	1,613,328 78
Total cost	<u>4,518,978 62</u>	<u>4,771,123 51</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders	\$200 00
From sale of bonds	250,000 00
From other sources	1,944 89
Total	<u>252,144 89</u>

Summary of payments:

For construction and equipment	\$252,144 89
For dividends	139,739 25
For interest	208,169 50
For miscellaneous, (expenses maintaining organi- zation,)	4,802 17

For State taxes on bonds, interest and dividends..	\$17,395 43
For United States taxes	8,697 72

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. L. Scott	Erie, Pa.
M. Courtright	Erie, Pa.
John H. Walker	Erie, Pa.
James Pierce	Sharpesville, Pa.
John F. Tracy	Chicago, Ill.
Horace F. Clark	New York.
Coleman T. Robinson	New York.
Wm. L. Scott, President	Erie, Pa.
Wm. Brewster, Secretary and Treasurer	Erie, Pa.

ERIE AND PITTSBURG RAILROAD,
 SECRETARY AND TREASURER'S OFFICE, }
Erie, Penn'a, November 22, 1871.

Hon. JOHN F. HARTRANFT,

Auditor General, Harrisburg, Pa.:

DEAR SIR:—I have the honor of enclosing herewith the report of this company for the year ending October 31, 1871, so far as lies in the power of the corporate officials of the company.

On the 1st day of March, 1870, the Erie and Pittsburg railroad was leased to the Pennsylvania railroad company, by whom, (in conjunction with the Pennsylvania company,) since that time, the road has been managed and operated.

Yours very respectfully,

WM. BREWSTER, *Treasurer.*

(No. 40.)

FAYETTE COUNTY.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, } ss :
Fayette County,

Personally appeared N. Ewing, president, and Armstrong Hadden, treasurer, of the Fayette County railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) N. EWING, *President.*

ARMSTRONG HADDEN, *Treasurer.*

Sworn and subscribed before me, this }
 4th day of November, 1871. }

JOHN HOLMES, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,500,000 00
New company's stock	107,400 00
Amount of stock subscribed	98,350 00
Donations	1,040 00
Amount paid in as by last report, about	90,000 00
Total amount now paid in of capital stock: The books show \$95,395 71; mortgage, \$30,000 00; \$125,395 71, and interest.	
Funded debt, as per last report	None.
The amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt.	None.
Date and rate per cent. per annum of dividend or dividends: Three dividends, March, \$1 90 a share; June, \$1 00, and September \$1 00 a share.	
Number of shares of stock issued.	2,148
Par value of each share	\$50 00
Average market value during the year	50 00

Amount paid in on each share : The present company, in addition to their old stock, paid \$16 66 $\frac{2}{3}$ per share.

Amount of capital on which the respective dividends were declared.....	\$107,400 00
--	--------------

COST OF ROAD AND EQUIPMENT.

Construction : The books show \$119,193 86, but this falls short of the entire payments by probably \$10,000 00.

Equipment.....	None.
Total cost, by present report.....	\$130,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Uniontown to Connellsville	12.66 $\frac{2}{3}$ miles.
Length of main line of road laid.....	12.66 $\frac{2}{3}$ "
Length of main line of road laid in Pennsylvania..	12.66 $\frac{2}{3}$ "
Length of double track of road.....	None.
Length of sidings, probably	4,000 feet.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	43 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	One of each.
Number of engines, first class passenger cars, baggage, mail, express, freight and coal cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, don't know, probably 1,500,).....	22
Number of stone bridges.....	None.
Number of stations on main road : Passenger, say 6 ; freight, 7.	
Number of wood and water stations on main road : 1 water, wood none.	

Value of real estate held by the company, exclusive of road way: Paid \$1,000 for depot grounds; worth probably \$2,000.

Number of tunnels..... None.

How is track laid, and on what foundation? On cross-ties, bedded on stone and filled in with stone.

Length in miles laid with steel rail None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Our road is rented to the P. & C. R. R. company, and all questions not answered by us must be answered by them.

EXPENSES.

The P. & C. R. R. company are to pay all taxes, except tax on capital stock.

Summary of payments:

Dividends: \$3 90 per share.	
Municipal taxes.....	None.
State taxes.....	\$408 12
United States taxes.....	204 06
Total.....	<u>612 18</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
N. Ewing.....	Uniontown.
Armstrong Hadden.....	Uniontown.
S. A. Gilmore.....	Uniontown.
John Huston.....	Uniontown.
William H. Baily.....	Uniontown.
Eleazer Robinson.....	Uniontown.
N. Ewing, President.....	Uniontown.
William H. Baily, Secretary.....	Uniontown.
Armstrong Hadden, Treasurer.....	Uniontown.

(No. 41.)

FRANKFORD AND HOLMESBURG.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Lewis Thompson, president, and Maxwell Rowland, treasurer, of the Frankford and Holmesburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) LEWIS THOMPSON, *President.*
 MAXWELL ROWLAND, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of January, 1872. }

AMOS C. SHALLCROSS, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	2,000 shares.
Amount paid in is by last report	\$80,000 00
Total amount now paid in of capital stock	100,000 .00
Funded debt, as per last report	14,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1889,)..	50,000 00
2d mortgage bonds	None.
3d mortgage bonds	None.
Rate per cent. per annum of interest on funded debt, 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends, cash	3 per cent.
Number of shares of stock issued	2,000
Par value of each share	\$50 00
Average market value during the year	None sold.

Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>100,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$159,427 07</u>	<u>\$159,427 07</u>

Equipment furnished by lessee.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Holmesburg to Bustleton.....	4.15 miles.
Length of main line of road laid.....	4.15 "
Length of main line of road laid in Pennsylvania,	4.15 "
Length of double track of road	None.
Length of sidings .....	.73 miles.
Gauge of road	4 feet 10 in.
Weight of rail per yard on main track.....	50 pounds.
Roads worked or leased by the company	None.
This road is leased to the Philadelphia and Trenton railroad company for ten years, from January 1, 1872.	
Number of engine houses	1
Number of engines	None.
Number of first class passenger cars	None.
Number of baggage, mail and express cars.....	None.
Number of freight cars.....	None.
Number of coal cars.....	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,330,).....	5
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road	4
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclusive of roadway	None.

Number of tunnels	None.
How is track laid and on what foundation? With fish joints on cross-ties.	
Length in miles laid with steel rail	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, mixed and freight trains.....	10,329
Number of through passengers for the year on main road, (of which 35,998 were excursion,) ...	55,738
Number of passengers (all classes) carried in cars, (of which 35,998 were excursion,).....	89,396
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	18
Average rate of speed adopted by express trains, including stops	18
Average rate of speed adopted by freight trains, including stops.....	18
Weight of first class passenger engines.....	32,950

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	3,949	July, 1871	16,627
February, 1871	3,619	August, 1871	11,402
March, 1871.....	5,020	September, 1871	5,558
April, 1871.....	4,718	October, 1871	5,022
May, 1871.....	6,830	November, 1871	5,044
June, 1871	17,197	December, 1871.....	4,410

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	3 cents.
For first class way passengers.....	3 “
For second class through passengers.....	None.
For second class way passengers	None.

The rate per ton, (of 2,000 lbs,) per mile, charged for freight :

For through freight and coal, and for local freight and coal:
Cannot answer, as tolls only are paid.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$7,012 19
Taxes on real estate	76 82
Total	<u>7,089 01</u>

Repairs of machinery :

Repairs of engines and tenders, passenger, baggage and freight cars, tools and machinery in shops, incidental expenses, including oil, fuel, clerks, watchmen, &c.: None, equipment being hired.

Operating the road :

General expenses, including office expenses, stationery, &c.....	1,128 60
Station and terminal, including salaries of agents and clerks, incidental, &c.....	1,211 61
Labor—loading and unloading freight, porters, watchmen and switch tenders, car cleaning and inspecting, furniture and fixtures, wood and water station attendance, conductors, baggage masters, brakemen, engineers and firemen, fuel and cost of preparing for use, oil and waste for engines, tenders, passenger, baggage and freight cars: None, equipment being hired.	
Contingencies and all other expenses.....	1,191 50
Total	<u><u>10,620 72</u></u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders	\$20,000 00
From sale of bonds	40,000 00
Total	<u><u>60,000 00</u></u>

RECEIPTS.

Cannot answer monthly, as annual settlement only
is made.

Passengers.....	\$10,498 22
Miscellaneous.....	122 50
Total.....	<u>10,620 72</u>

Summary of payments:

For maintaining and operating the road.....	\$9,493 90
For interest.....	1,050 00
For State taxes.....	76 82
Total.....	<u>10,620 72</u>

What express companies run on your road, and on what terms?	None.
What transportation or freight companies run on your road, and on what terms?	None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Lewis Thompson.....	Philadelphia.
Presley Blakiston.....	Philadelphia.
John B. Willian.....	Philadelphia.
John Cook.....	Philadelphia.
J. Tunis Way.....	Philadelphia.
Andreas Hartel.....	Philadelphia.
B. F. Crispin.....	Philadelphia.
William Dedaker.....	Bustleton.
Robert N. Murray.....	Bustleton.
Joseph M. Banes.....	Bustleton.
A. J. Fish.....	Philadelphia.
William H. Gatzmer.....	Philadelphia.
Maxwell Rowland.....	Philadelphia.
Lewis Thompson, President.....	Philadelphia.
Benjamin F. Crispin, Secretary.....	Philadelphia.
Maxwell Rowland, Treasurer.....	Philadelphia.

(No. 42.)

HANOVER BRANCH.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
York County, } ss:

Personally appeared A. W. Eichelberger, president, and R. A. Eichelberger, treasurer, of the Hanover Branch railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. W. EICHELBERGER, *President.*

R. A. EICHELBERGER, *Treasurer.*

Sworn and subscribed before me, this }
3d day of February, 1872. }

C. W. FORNEY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	116,850 00
Amount paid in as by last report	116,850 00
Total amount now paid in of capital stock	116,850 00
Funded debt, as per last report	None.
The amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, May and Novem- ber	10 per cent.
Number of shares of stock issued	2,337
Par value of each share	\$50 00
Average market value during the year	75 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	116,850 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$200,000 00	\$200,000 00
Equipment.....	57,890 00	60,000 00
	<hr/>	<hr/>
Total cost.....	<u>257,890 00</u>	<u>260,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hanover to Hanover Junction	12 $\frac{1}{5}$ miles.
Length of main line of road laid	12 $\frac{1}{5}$ "
Length of main line of road laid in Pennsylvania,	12 $\frac{1}{5}$ "
Length of double track of road.....	None.
Length of sidings.....	Not measured.
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50 & 56 pounds.
Branch roads owned by the company	None.
Roads worked or leased by the company, viz: Lit- tlestown railroad and Susquehanna, Gettysburg and Potomac railroad.	
Number of engine houses and shops	4
Number of engines	6
Number of first class passenger cars, (average cost of each, \$4,000,).....	2
Number of second class passenger cars, (average cost of each, \$2,000,)	3
Number of baggage, mail and express cars, (average cost of each, \$800,)	2
Number of freight cars, (average cost of each, \$400,) ..	14
Number of coal cars	None.
Number of iron bridges	None.
Number of wooden bridges, (not measured,).....	11
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road: Passenger, 5; freight, 5.	
Number of wood and water stations on main road,	2

Value of real estate held by the company, exclusive of road way.....	\$5,000 00
Number of tunnels	None.
How is track laid, and on what foundation? Part on earth and part on stone ballast.	
Length in miles laid with steel rail.....	<u>1,000 feet.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	15,650
Number of miles run by freight trains	26,332
Number of through passengers for the year on main road.....	21,715
Number of passengers (all classes) carried in cars,	31,903
Number of tons of 2,000 lbs. of through freight for the year on main road.....	80,655
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	84,714
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	18
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger and freight engines,	<u>19 to 26 tons.</u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	2,147	July, 1871.....	2,809
February, 1871.	1,879	August, 1871.....	3,417
March, 1871.....	2,057	September, 1871.....	4,087
April, 1871.....	2,619	October, 1871... ..	2,686
May, 1871	2,523	November, 1871.....	2,359
June, 1871.....	2,672	December, 1871.....	2,643

The amount of freight, specifying the quantity in tons :

Freight is mainly transported in individual cars and is not classified.

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	4½ cents.
For first class way passengers	<u>4½ “</u>

The rate per ton, (of 2,000 lbs.,) per mile, charged for freight :

For through freight : Regulated by joint traffic with
Northern Central railway company.

For local freight, per mile 2 to 4 cents.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings, \$7,615 73

Repairs of machinery :

Repairs of engines and tenders..... \$8,188 78

Repairs of passenger, baggage and freight cars... 4,308 63

New tools and repairs of tools and machinery in
shops..... 330 14

Incidental expenses, including oil, fuel, clerks,
watchmen, &c., about shops..... 80 00

Total..... 12,907 55

Operating the road :

Office expenses, stationery, &c..... \$466 00

Agents and clerks 979 92

Labor—loading and unloading freight 420 00

Conductors, baggage masters and brakemen 3,691 90

Engineers and firemen 4,050 19

Fuel and cost of preparing for use..... 8,305 47

Oil and waste for engines and tenders, passenger,
baggage and freight cars 1,363 33

Telegraph, mail and station expenses..... 60 00

Use of freight cars 1,959 94

General superintendence 1,800 00

Contingencies 188 66

Total 23,285 41

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders	None.
From sale of bonds	None.
From other sources	None.

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Use of cars.*	Miscella- neous.	Total.
January, 1871,	\$1, 128 03	\$2, 854 23	\$82 44	\$1, 197 20	\$910 93	.....
Feb., 1871.....	1, 031 55	2, 280 37	82 44	1, 106 40	60 00	.....
March, 1871...	1, 387 62	3, 284 09	82 44	1, 246 80	128 30	.....
April, 1871.....	1, 541 64	3, 337 23	82 44	1, 163 05	47 43	.....
May, 1871.....	1, 352 13	4, 053 11	82 44	1, 255 80	268 52	.....
June, 1871.....	1, 608 55	2, 747 14	82 44	1, 199 60	129 33	.....
July, 1871.....	1, 650 75	2, 650 20	82 44	1, 197 99	701 71	.....
August, 1871..	2, 069 34	4, 076 46	82 44	1, 260 32	29 50	.....
Sept., 1871.....	2, 068 33	4, 041 46	82 44	1, 323 30	61 52	.....
October, 1871,	1, 907 82	3, 363 28	82 44	1, 306 30	244 98	.....
Nov., 1871.....	1, 336 95	3, 603 96	82 44	1, 255 90	28 42	.....
Dec., 1871.....	1, 393 30	3, 123 38	82 44	1, 255 70	26 68	.....
Total	18, 576 01	39, 414 96	989 28	14, 768 27	2, 637 32	\$76, 385 84

Summary of payments:

For construction and equipment	\$260,000 00
For maintaining the road, &c.—repairs of ma- chinery and operating the road.....	43,808 69
For dividends	11,685 00
For State taxes.....	3,006 39
For United States taxes	303 57
Total	318,803 65

Total amount of surplus fund:

Stock in Littlestown railroad company.....	\$10,900 00
Stock in Frederick and Pennsylvania Line railroad company	20,000 00
Stock in Bachman Valley railroad company	7,500 00
Total	38,400 00

* This column includes amounts received for working Littlestown, and Susquehanna, Gettysburg and Potomac railroads.

What express companies run on your road, and on what terms?
Adams express company, at \$500 per annum.

What transportation or freight companies run on your road,
and on what terms? Baltimore fast freight line. Regulated by
joint traffic with Northern Central railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Reuben Young.....	Hanover, Pa.
Joseph Dellone.....	Hanover, Pa.
Henry C. Schriver.....	Hanover, Pa.
D. M. Myers.....	Hanover, Pa.
Jacob Forney.....	Hanover, Pa.
Henry Wirt.....	Hanover, Pa.
A. W. Eichelberger, President.....	Hanover, Pa.
Henry Wert, Secretary.....	Hanover, Pa.
R. A. Eichelberger, Treasurer.....	Hanover, Pa.
C. C. Wirt, Auditor	Hanover, Pa.
Henry A. Young, Superintendent.....	Hanover, Pa.

(No. 43.)

HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER.

[For the financial year ending August 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared J. Edgar Thomson, president, and George Taber, treasurer, of the Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

J. EDGAR THOMSON, *President.*GEORGE TABER, *Treasurer.*

Sworn and subscribed before me, this }
 25th day of October, 1871. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,500,000 00
Amount of stock subscribed.....	1,182,550 00
Amount paid in as by last report.....	1,182,550 00
Total amount now paid in of capital stock.....	1,182,550 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1883,).....	\$700,000 00
2d and 3d mortgage bonds.....	None.
	<hr/> 700,000 00
Total amount now of floating and funded debt...	700,000 00
Date and rate per cent. per annum of dividend or dividends: Cash, January 10 and July 10, guaranteed.....	7 per cent.
Number of shares of stock issued.....	23,651
Par value of each share.....	\$50 00
Average market value during the year.....	53 50

Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared.....	<u>1,182,550 00</u>

CHARACTERISTICS OF ROAD.

Leased to the Pennsylvania railroad company. Included in their report.

Summary of payments :

For dividends.....	\$82,788 50
For interest	42,000 00
For surplus funds.....	25,018 47
For State taxes.....	6,238 92
For United States taxes.....	<u>3,172 52</u>
Total amount of surplus fund.....	<u>\$25,018 47</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Wistar Morris.....	Philadelphia.
Samuel T. Bodine.....	Philadelphia.
Joseph B. Myers	Philadelphia.
Edward C. Knight.....	Philadelphia.
Washington Butcher.....	Philadelphia.
John M. Kennedy.....	Philadelphia.
James Magee.....	Philadelphia.
Lewis Elkin.....	Philadelphia.
James Young.....	Middletown, Pa.
J. Edgar Thomson, President.....	Philadelphia.
George Taber, Secretary and Treasurer.....	Philadelphia.

(No. 44.)

HEMPFIELD.

WASHINGTON, PA., *February 9, 1872.**To the Auditor General of Pennsylvania:*

DEAR SIR:—Your circular in relation to the return of the operations of the Hempfield railroad company for 1871 was received. I will give you the reason why the return was not made. The road was leased in 1857, and was run by James C. Achison, Esq., now deceased, from that time until his death. All the books and papers were handed over to Mr. Achison, at Wheeling. The returns were regularly made up to the last year. The road was sold in May, 1871, in Philadelphia, by the sheriff of that place, to the Baltimore and Ohio railroad company. The papers and books of the old company were sent to Baltimore.

Yours, &c.,

JOSEPH HENDERSON,

Late Treasurer of the H. R. R. Co.

(No. 45.)

HUNTINGDON AND BROAD TOP MOUNTAIN.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared B. Andrews Knight, president, and J. P. Aertsen, treasurer, of the Huntingdon and Broad Top Mountain railroad and coal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) B. ANDREWS KNIGHT, *President*.
 J. P. AERTSEN, *Treasurer*.

Sworn and subscribed before me, this }
 31st day of January, 1872. }

W. W. DOUGHERTY, *Alderman*.

STOCK AND DEBT.

Capital stock as authorized by law: Common, \$800,000; preferred, \$500,000, and by merger of Bedford railroad, \$250,000.

Amount of stock subscribed: Common stock, 12,320 shares; preferred, 5,099 shares.

Amount paid in as by last report, and total amount now paid in of capital stock Full paid.

Funded debt, as per last report \$2,008,095 66

The amount now of funded debt, (classified and date of maturity,) as follows:

1st mortgage bonds, (date of maturity, September 30, 1890,) \$416,000 00

2d mortgage bonds, (date of maturity, February 1, 1875,) 367,500 00

3d mortgage bonds, (date of maturity, March 31, 1895,) 1,251,000 00

Mine bonds and scrip 122,525 66

2,157,025 66

Total amount now of funded debt, including Bedford railroad	\$2,157,025 66
Rate per cent. per annum of interest on funded debt: 1st, 2d and 3d mortgage, 7 per cent.; scrip, &c., 6 and 7 per cent.	
Date and rate per cent. per annum of dividend or dividends—stock and cash.....	None.
Number of shares of stock issued: 12,320 common; 5,099 preferred.	
Par value of each share	\$50 00
Amount paid in on each share	Full paid.
Amount of capital on which the respective dividends were declared	<u>None.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, in one account on the books of the company.....	\$2,738,811 14	\$2,792,475 16

CHARACTERISTICS OF ROAD.

Length of main line of road, from Huntingdon to Mount Dallas.....	44 miles.
Length of main line of road laid.....	44 “
Length of main line of road laid in Pennsylvania,	44 “
Length of double track of road.....	None.
Length of sidings.....	12½ miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track	56 and 60 lbs.
Branch roads owned by the company, and their length, viz: Shoup's Run, 9¼ miles, and Six Mile Run, 4½ miles.	
Total length of road, including branches and sidings,	70½ miles.
Roads worked or leased by the company, viz: Bedford and Bridgeport railroad.	
Number of engine houses and shops: 3 engine houses, 2 shops.	
Number of engines	15

Number of first class passenger cars.....	6
Number of baggage, mail and express cars.....	2
Number of freight cars, 8 wheel.....	6
Number of coal cars, 4 wheel.....	86
Number of coal cars, 8 wheel.....	24
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 9,652 feet,).....	40
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger, 13; freight, 11; total.....	24
Number of wood and water stations on main road,	8
Number of tunnels.....	None.
How is track laid, and on what foundation? On white oak cross-ties, ballasted in part with broken sandstone and cinders.	
Length in miles laid with steel rail.....	<u>One mile.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	54,559
Number of miles run by freight and coal trains....	143,413
Number of through passengers for the year on main road.....	5,749
Number of passengers (all classes) carried in cars..	52,246
Number of tons of 2,000 pounds of through freight for the year on main road.....	9,712
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	442,282½
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	15
Average rate of speed adopted by express trains, including stops.....	15
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines, (tons, 2,000 lbs.).....	35
Weight of freight engines, (tons, 2,000 lbs.,).....	45

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	3,024	July, 1871.....	6,098
February, 1871.....	3,042	August, 1871.....	5,485
March, 1871.....	3,269	September, 1871.....	5,259
April, 1871.....	3,722	October, 1871.....	5,676
May, 1871.....	4,098	November, 1871.....	4,350
June, 1871.....	4,520	December, 1871.....	3,703

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	503½	Stone and lime.....	22,536¼
Bituminous coal.....	319,625	Agricultural products.....	2,288
Petroleum and other oils.....	214½	Merchandise and manufactures...	2,039
Pig iron.....	17,350¾	Live stock.....	745½
Railroad and other iron or castings,	2,450¾	Lumber.....	6,432¼
Iron and other ores.....	67,107¾	Other articles.....	989¼

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3¼ cents.
For first class way passengers.....	3⅑ “
For second class through passengers.....	None.
For second class way passengers.....	None.

The rate per ton, (of 2,000 pounds,) per mile, charged for freight:

For through freight.....	3½ cents.
For through coal.....	2 “
For local freight.....	8 “
For local coal.....	2⅔ “

EXPENSES.

Maintaining the road :

Repairs or maintenance of way, including buildings,	\$62,299 12
Taxes on real estate.....	625 86
Total.....	62,924 98

Repairs of machinery—Motive power, viz :

Repairs of engines, tenders, passenger, baggage, and freight cars, tools and machinery in shops, incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	72,785 85
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Brought forward \$135,710 83

Operating the road :

Office expenses, stationery, &c., agents and clerks,
labor—loading and unloading freight, porters,
watchmen, switch tenders, car cleaning and in-
specting, furniture and fixtures, wood and water
station attendance, conductors, baggage masters,
brakesmen, engineers, firemen, fuel and cost of
preparing for use, oil and waste for engines, ten-
ders, passenger, baggage and freight cars, tele-
graph, mail and station expenses, loss and dam-
age of goods and baggage, tolls over other roads,
use of freight cars, shoveling snow, damage for
injury of persons, damage to property, including
damage by fire and cattle killed on road, general
superintendence and contingences 38,503 92

Total 174,214 75

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscella- neous.	Total.
January, 1871	\$1,898 72	\$12,977 58	\$305 50	\$154 08	\$15,335 88
February, 1871.....	1,641 84	14,791 94	305 50	168 41	16,907 69
March, 1871	2,017 72	27,470 17	305 50	263 88	30,057 27
April, 1871	2,190 08	27,277 11	305 50	431 03	30,203 72
May, 1871	2,264 93	31,603 91	305 50	336 65	34,510 99
June, 1871.....	2,624 49	22,859 83	305 50	367 49	26,157 31
July, 1871.....	4,174 24	19,825 04	305 50	179 83	24,484 61
August, 1871	3,755 37	14,339 13	305 50	151 41	18,551 41
September, 1871	3,351 81	15,862 82	312 50	199 84	19,726 97
October, 1871	3,001 80	21,634 71	305 50	336 31	25,278 32
November, 1871.....	2,685 86	24,117 56	305 50	283 76	27,392 68
December, 1871.....	2,125 93	18,269 92	305 50	305 12	21,006 48
Total	31,732 79	251,029 73	3,673 00	3,177 81	389,613 33
From other sources					89,075 46
					<u>378,688 79</u>

Summary of payments :

For construction and equipment \$12,699 17
Maintaining the road, &c.—repairs of machinery
and operating the road 174,214 75
Drawbacks 17,410 00
Interest on bonds, scrip, &c 77,387 72

Miscellaneous.....	\$84,583 01
State taxes.....	14,794 51
Total	<u>381,089 16</u>

What express companies run on your road, and on what terms ?
 Adams express company, \$100 per month.

ACCIDENTS.

KILLED—Employees.....	1
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The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

Nov. 8. William Sharrer, conductor coal train, killed November 8, 1871, at Fisher's summit ; caused by falling between cars ; head crushed and legs cut off.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
B. Wilson.....	Philadelphia.
C. D'Invilliers	Philadelphia.
John Devereux.....	Philadelphia.
William Cummings.....	Philadelphia.
Samuel J. Christian.....	Philadelphia.
James Long	Philadelphia.
William Whitaker.....	Philadelphia.
James W. Paul.....	Philadelphia.
Joseph H. Trotter.....	Philadelphia.
John B. Wood.....	Philadelphia.
D. J. Morrell	Johnstown.
Edward Roberts.....	Philadelphia.
B. Andrews Knight, President.....	Philadelphia.
J. P. Aertsen, Secretary and Treasurer.....	Philadelphia.

(No. 46.)

IRONTON.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, } ss:
Lehigh County,

Personally appeared Eli J. Saeger, president of the Ironton railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

ELI J. SAEGER, *President.*

Sworn and subscribed before me, this }
 8th day of February, 1872. }

JOSHUA STAHLER, *J. P.*

STATE OF PENNSYLVANIA, } ss:
City of Philadelphia,

On this 9th day of February, 1872, before me, A. P. Rutherford, notary public, personally appeared Charles Stewart Wurts, who being duly sworn did declare and say, that the within account, as stated, is just and true in every respect.

CHARLES STEWART WURTS, *Treasurer.*

In testimony whereof, I have hereunto set my hand and notarial seal, the day and year last above written.

A. P. RUTHERFORD, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed	400,000 00
Amount paid in as by last report.....	400,000 00
Total amount now paid in of capital stock.....	400,000 00
Funded debt, as per last report.....	130,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds.....	100,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.

Total amount now of floating and funded debt. . . .	\$100,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends.	None.
Number of shares of stock issued.	8,000
Par value of each share.	\$50 00
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.	\$250,000 00	\$250,000 00
Equipment	18,000 00	18,000 00
Total cost.	268,000 00	268,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Coply to Iron-ton and Orefield.	10 miles.
Length of main line of road laid.	11 "
Length of main line of road laid in Pennsylvania. . .	11 "
Length of sidings.	2 "
Gauge of road.	4 ft. 8½ in.
Weight of rail per yard on main track.	50 and 57 lbs.
Branch roads owned by the company, and their length, viz:	None.
Roads worked or leased by the company.	None.
Number of engine houses and shops.	1
Number of engines	2
Number of first class passenger cars.	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 150,)	5
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road	None.
Number of wood and water stations on main road,	2

Number of tunnels	None.
How is track laid, and on what foundation? Oak ties and furnace cinder ballast.	
Length in miles laid with steel rail	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	None.
Number of miles run by freight trains, about.....	11,380
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road.....	None.
Number of passengers (all classes) carried in cars..	None.
Gross amount of tonnage for the year, (2,240 lbs. per ton.).....	82,617 $\frac{15}{100}$

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	8,810 $\frac{16}{100}$
Iron and other ores	59,866 $\frac{14}{100}$
Stone and lime.....	12,826 $\frac{11}{100}$
Other articles	1,113 $\frac{14}{100}$

The rate per ton, (of 2,000 pounds,) per mile, charged for freight:

For through freight.....	3 to 10 cts.
For through coal	3 to 10 "
For local freight.....	3 to 10 "
For local coal	3 to 10 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings,	\$6,193 99
Taxes on real estate	469 87
Total.....	6,663 86

Repairs of machinery:

Repairs of engines and tenders.....	\$630 80
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Operating the road:

Engineers, firemen and brakemen	\$3,906 80
Fuel and cost of preparing for use, coal	1,619 90
Oil and waste for engines and tenders	353 38
Tolls over other roads	1,684 58
Contingencies	531 73
 Total	 8,096 39

RECEIPTS, (FREIGHT.)

January, 1871.....	\$2,017 57	August, 1871.....	5,254 02
February, 1871	848 76	September, 1871.....	3,985 03
March, 1871.....	1,324 48	October, 1871.....	3,947 46
April, 1871.....	2,309 09	November, 1871.....	3,215 09
May, 1871.....	2,599 53	December, 1871.....	3,135 26
June, 1871.....	3,095 42		
July, 1871.....	2,559 95	Total.....	34,291 66

Summary of payments:

For construction and equipment	None.
For maintaining the road, &c.—repairs of machinery and operating the road	\$15,391 05
For dividends	None.
For interest	8,050 00
For miscellaneous	None.
State taxes	3,974 78
United States taxes	341 25
 Total	 27,757 08

Total amount of surplus fund	None.
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What express companies run on your road, and on what terms?	None.
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What transportation or freight companies run on road, and on what terms?	None.
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Robert Lenox Kennedy.....	New York city.
L. V. Kennedy	New York city.
Eli J. Saeger.....	Allentown, Pa.
Robert M'Allister.....	Allentown, Pa.
· Eli J. Saeger, President.	Allentown, Pa.
Charles Stewart Wurts, Secretary and Treasurer.....	Philadelphia.
Robert M'Allister, Superintendent.....	Allentown, Pa.

(No. 47.)

JAMESTOWN AND FRANKLIN.

[*Lake Shore and Michigan Southern railway company, lessee.*]

[For the financial year ending December 31, 1871.]

STATE OF OHIO, }
Cuyahoga County, } ss :

Personally appeared James Miles, president, and George B. Ely, treasurer, of the Jamestown and Franklin railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAMES MILES, *President.*
 GEO. B. ELY, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of February, 1872. }

N. BARTLEY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	634,050 00
Amount paid in as by last report.....	604,777 50
Total amount now paid in of capital stock	604,777 50
Funded debt, as per last report	1,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (various dates, to January 1, 1897,).....	\$496,000 00
2d mortgage bonds, (date of maturity, June 1, 1894,).....	500,000 00
	<hr/>
	996,000 00
Floating debt, as by last report	852,621 95
The amount now of floating debt.....	927,322 59
Total amount now of floating and funded debt ...	1,923,322 59
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7; 2d mortgage, 7.	
Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, none.	

Number of shares of stock issued	12,095
Par value of each share	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>None declared.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$2,414,316 28</u>	<u>\$2,463,074 15</u>

Equipped by the lessee—the Lake Shore and Michigan Southern railway company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Jamestown, Pa., to Oil City, Pa.....	51 miles.
Length of main line of road laid	51 “
Length of main line of road laid in Pennsylvania,	51 “
Length of sidings.....	8 $\frac{6}{10}$ miles.
Gauge of road	4 feet 10 in.
Weight of rail per yard on main track, 50, 55 and 60 pounds.	
Branch roads owned by the company, and their length, viz: One coal branch at Stoneboro’ mines, 1 $\frac{1}{2}$ miles long.	
Number of engine houses and shops: 4 engine houses, 1 shop.	
Number of engines, first class passenger cars, bag- gage, mail, express, freight and coal cars: None owned by this company.	
Number of iron bridges, (total length in feet, 80,)..	1
Number of wooden bridges, (total length in feet, 1,258,).....	10
Number of stone bridges	None.
Number of railroads crossed, (Atlantic and Great Western,).....	1
Number of stations on main road.....	15

Number of wood and water stations on main road,	9
Value of real estate held by the company, exclusive of road way.....	\$35,000 00
Number of tunnels, (length in feet, 925,).....	1
How is track laid, and on what foundation? Oak ties, gravel ballast.	
Length in miles laid with steel rail	<u>None.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains: Included in statistics of L. S. and M. S. railway.	
Number of miles run by freight trains: Included in statistics of L. S. and M. S. railway.	
Number of miles run by coal trains: Included in statistics of L. S. and M. S. railway.	
Number of through passengers for the year on main road	6,226
Number of passengers (all classes) carried in cars..	102,577
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	311,148
Average rate of speed adopted by ordinary passen- ger, express and freight trains, including stops, (miles per hour,) weight of first class passenger engines and weight of freight engines: See re- port of L. S. and M. S. railway.	

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	5,778	July, 1871.....	10,709
February, 1871.....	6,379	August, 1871.....	9,454
March, 1871.....	8,967	September, 1871	11,072
April, 1871.....	8,729	October, 1871	9,052
May, 1871.....	8,850	November, 1871	8,490
June, 1871.....	7,831	December, 1871.....	7,266

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	460	Stone and lime.....	6,612
Bituminous coal.....	87,020	Agricultural products.....	4,249
Petroleum and other oils.....	199,739	Merchandise and manufactures ...	3,460
Pig iron	136	Live stock.....	112
Railroad iron	73	Lumber	3,954
Other iron or castings.....	527	Other articles.....	4,806

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3½ cents.
For first class way passengers	3½ “

The rate per ton, (of 2,000 pounds,) per mile, charged for freight :

For through freight.....	1 $\frac{7}{10}$ cents.
For through coal	1 $\frac{5}{10}$ “
For local freight.....	1 $\frac{7}{10}$ “
For local coal	1 $\frac{5}{10}$ “

EXPENSES.

This company allow the Lake Shore and Michigan Southern railway company 60 per cent. of its gross earnings for operating. This amounted, in 1871, to	\$150,711 48
Maintaining the road or real estate of the corporation, repairs of machinery and operating the road: Included in report of the Lake Shore and Michigan Southern railway company.	

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscella's.	Total.
January, 1871.....	\$3,658 56	\$14,659 85	\$291 97	.....	\$18,610 38
February, 1871.....	3,544 39	12,530 16	283 96	.....	16,358 51
March, 1871.....	4,870 92	13,501 85	336 23	.....	18,709 00
April, 1871.....	4,460 47	15,023 42	390 05	.....	19,873 94
May, 1871.....	4,360 31	19,648 27	386 00	.....	24,394 58
June, 1871.....	4,264 08	19,262 54	367 11	\$26 00	23,919 73
July, 1871.....	5,671 92	17,793 19	359 52	27 00	23,851 63
August, 1871.....	5,277 90	16,546 88	358 48	27 00	22,210 26
September, 1871.....	6,561 52	14,768 05	404 23	25 00	21,758 80
October, 1871.....	5,197 23	15,039 14	414 44	26 00	20,676 81
November, 1871.....	4,500 07	15,199 03	366 47	11 00	20,076 57
December, 1871.....	4,482 38	15,892 69	370 51	.....	20,745 58
Total.....	56,849 75	189,865 07	4,328 97	142 00	251,185 79

Summary of payments by the lessee :

Maintaining the road, &c.—repairs of machinery and operating the road, 60 per cent.....	\$150,711 48
Credited up 40 per cent. on account of interest paid on debt, advances, &c.....	100,474 31
Total.....	251,185 79

What express companies run on your road, and on what terms?

The Union express company; 50 cents per 100 pounds for through freight, 25 cents per 100 pounds for way freight.

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	0	1
Others	2	0
	<hr/>	<hr/>
Total	2	1
	<hr/>	<hr/>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz:

1871.

July 11. Unknown woman killed at Jamestown.

August 23. Nelson Flick was killed while attempting to jump on a train at Clark's mills.

November 13. H. M. Jones, engineer and conductor, had his hand smashed while coupling cars at Stoneboro'.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
P. H. Watson.....	Ashtabula, Ohio.
James Miles.....	Girard, Pa.
George H. M'Intyre.....	Franklin, Pa.
J. S. M'Calmont.....	Franklin, Pa.
James Bleaksley.....	Franklin, Pa.
A. Stone, Jr.....	Cleveland, Ohio.
William Collins.....	Cleveland, Ohio.
James Miles, President.....	Girard, Pa.
P. H. Watson, Secretary.....	Ashtabula, Ohio.
George B. Ely, Treasurer.....	Cleveland, Ohio.

(No. 48.)

JEFFERSON.

[For the financial year ending December 31, 1871.]

STATE OF NEW YORK, }
New York City and County, } ss:

Personally appeared Justin D. White, treasurer of the Jefferson railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) JUSTIN D. WHITE, *Treas. and Sec.*

Sworn and subscribed before me, this }
 17th day of February, 1872. }

MORTIMER SMITH,
Commissioner of Deeds for Penn'a in N. Y.

STOCK AND DEBT.

Capital stock as authorized by law: Sufficient to
 build the road.

Amount of stock subscribed \$2,095,700 00

Total amount now paid in of capital stock..... 2,095,700 00

The amount now of funded debt, (classified and
 date of maturity,) as follows:

1st mortgage bonds, on Hawley section..... 206,000 00

2d mortgage bonds, on Hawley section 94,000 00

3d mortgage bonds, on Carbondale section 2,000,000 00

Rate per cent. per annum of interest on funded debt:

1st mortgage, 7 per cent.; 2d mortgage, 7 per
 cent.

Date and rate per cent. per annum of dividend or
 dividends

None.

Number of shares of stock issued.....

41,914

Par value of each share

\$50 00

Average market value during the year: None in the
 market.

Amount paid in on each share: In cash and con-
 struction

2,095,700 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u>\$4,395,700 00</u>	<u>\$4,395,700 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Susquehanna Depot to Hawley	47½ miles.
Length of main line of road laid	22½ "
Length of main line of road laid in Pennsylvania..	22½ "
Length of double track of road.....	None.
Gauge of road.....	6 feet.
Weight of rail per yard on main track	55, 60 & 67½ lbs.
Branch roads owned by the company, and their length, viz: From points on main line, 13½ miles; from Lane's Run to Carbondale, 25 miles.	
Roads worked or leased by the company.....	<u>None.</u>

This road is leased and operated by the Erie railway company, and the accounts are not kept separate, so as to enable the auditor to give answer to details which are included in the report of the Erie railway proper.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
F. M. Crane.....	Honesdale.
C. F. Young	Honesdale.
H. Foster, Jr.....	Honesdale.
J. S. Hughes.....	Honesdale.
Thos. Dickson	Scranton.
C. P. Waller.....	Honesdale.
Z. H. Russell.....	Honesdale.
J. D. White.....	New York.
H. N. Otis.....	New York.
L. D. Rucker.....	New York.
Jay Gould	New York.
A. S. Diven.....	Elmira.
Samuel E. Dimmock, President	Honesdale.
J. D. White, Treasurer and Secretary.....	New York.

(No. 49.)

JUNCTION.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Isaac Hinckly, president, and John Walker, Jr., treasurer *pro tem.*, of the Junction railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ISAAC HINCKLEY, *President.*

JOHN WALKER, JR., *Treasurer pro tem.*

Sworn and subscribed before me, this }
 14th day of February, 1872. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed	185,250 00
Amount paid in as by last report.....	180,250 00
Total amount now paid in of capital stock	185,250 00
Funded debt, as per last report.....	800,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1862-82,).....	\$500,000 00
2d mortgage bonds, (date of maturity, 1865-1900,)	300,000 00
	<hr/>
	800,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 6 per cent.	
Number of shares of stock issued	3,705
Par value of each share.....	\$50 00
	<hr/> <hr/>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$898,324 25</u>	<u>\$898,324 25</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Belmont to Gray's Ferry	4.62 miles.
Length of main line of road laid	4.62 "
Length of main line of road laid in Pennsylvania,	4.62 "
Length of double track of road	4.62 "
Length of sidings	4,477 feet.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	67 pounds.
Branch roads owned by the company, and their length	None.
Roads worked or leased by the company	None.
Number of engine houses and shops	None.
Number of iron bridges, (total length in feet, 425,)	4
Number of wooden bridges	None.
Number of stone bridges	None.
Number of railroads crossed: West Chester and Philadelphia and Pennsylvania railroad.	
Number of tunnels, (length, 750 feet,)	1
How is track laid, and on what foundation? Stone ballast, white oak cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of mile run by passenger trains	3,964 miles.
Number of miles run by freight and coal trains ...	17,528 "
Number of through passengers for the year on main road, and passengers (all classes) carried in cars, estimated	206,270
Number of tons of 2,000 pounds of through freight for the year on main road: Cannot be estimated.	
Average rate of speed adopted by ordinary passenger and express trains, including stops, (miles per hour,)	12
Average rate of speed adopted by freight trains, including stops	<u>8</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1871.....	\$1,196 80	\$5,893 92	\$358 40	\$81 74	\$7,535 86
February, 1871.....	1,147 20	5,181 22	304 40	29 00	6,661 82
March, 1871.....	1,224 00	6,445 76	922 00	28 50	8,620 26
April, 1871.....	1,150 40	6,940 56	358 40	28 50	8,477 86
May, 1871.....	1,221 25	9,643 18	400 80	28 50	12,293 73
June, 1871.....	1,269 50	10,254 43	868 80	597 14	12,989 87
July, 1871.....	1,183 75	9,387 90	296 80	203 80	11,072 25
August, 1871.....	1,122 50	11,867 75	300 80	49 00	13,340 05
September, 1871.....	1,427 50	10,589 82	855 20	482 39	13,354 91
October, 1871.....	1,247 50	10,827 76	390 40	285 40	12,751 06
November, 1871.....	1,176 25	9,367 31	432 00	55 50	11,031 06
December, 1871.....	1,188 75	8,481 28	1,012 80	31 50	10,714 33
Total.....	14,555 40	104,885 89	6,500 80	1,900 97	127,843 06

Summary of payments :

For maintaining the road, &c.—repairs of machinery and operating the road	\$65,417 67
For interest, coupons, &c.....	51,384 63
For miscellaneous	16,467 58
For municipal taxes.....	215 92
For State taxes.....	2,347 84
Total.....	<u>135,833 64</u>

ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	1
Employees.....	1	2
Total.....	<u>1</u>	<u>3</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

June 24. Frederick Miller, about eleven years of age, in attempting to get off train while in motion, near Thirty-fifth street, fell under train and had his right foot crushed; amputation was deemed necessary; taken to his home.

August 16. Leonard Stewart, a brakeman, was slightly injured

by being caught between bumpers whilst coupling cars east of tunnel.

September 2. Henry Clinton, conductor, fell from top of a moving car near Connecting railroad and was slightly hurt.

November 22. Martin Fish, engineer, and Andrew Andrews, were scalded (the latter fatally) through brace bolts in boiler giving way, near Belmont; taken to their homes.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia.
J. Edgar Thomson.....	Philadelphia.
Asa Whitney.....	Philadelphia.
John Tucker.....	Philadelphia.
F. B. Gowen.....	Philadelphia.
Isaac Hinckley	President.
Joseph Lesley.....	Secretary.
John Tucker.....	Treasurer.
John Walker, Jr.	Acting Treasurer.

(No. 50.)

LACKAWANNA AND BLOOMSBURG.

[For the financial year ending December 31, 1871.]

STATE OF NEW YORK, }
City and County of New York, } ss:

Personally appeared Andrew J. Odell, treasurer of the Lackawanna and Bloomsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed)

A. J. ODELL, *Treasurer.*

Sworn and subscribed before me, this }
 14th day of February, 1872. }

T. B. RAYNOLDS,

Notary Public, N. York county.

STOCK AND DEBT.

Capital stock as authorized by law	\$1,900,000 00
Amount of stock subscribed.....	1,335,000 00
Amount paid in as by last report.....	1,335,000 00
Total amount now paid in of capital stock.....	1,335,000 00
Funded debt, as per last report.....	2,279,335 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1875,).....	\$900,000 00
1st mortgage bonds, (date of maturity, March 1, 1885,)	400,000 00
2d mortgage bonds, (date of maturity, April 15, 1880,)	500,000 00
2d mortgage bonds, (date of maturity, May 15, 1890,).....	200,000 00
Income bonds, (date of maturity, January 1, 1881,)	250,000 00
	<hr/> 2,250,000 00
Floating debt, as by last report.....	187,000 00

The amount now of floating debt.....	\$202,270 97
Total amount now of floating and funded debt....	2,452,270 97
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; income, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued.....	26,700
Par value of each share.....	\$50 00
Average market value during the year, cannot say.	
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$3,325,000 00	\$3,334,678 42
Equipment.....	625,000 00	625,000 00
Total cost.....	<u>3,950,000 00</u>	<u>3,959,678 42</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Scranton to North- umberland.....	80 miles.
Length of main line of road laid.....	80 "
Length of main line of road laid in Pennsylvania,	80 "
Length of double track of road: 22 miles, 3 rails, and 3½ miles, 2d track, 3 rails.	
Length of sidings.....	15 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 and 65 lbs.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops	7
Number of engines	24
Number of first class passenger cars, (average cost of each, \$4,500,)	6
Number of second class passengers cars, (average cost of each, \$500,)	3

Number of baggage, mail and express cars, (average cost of each, \$1,000,).....	4
Number of freight cars, (average cost of each, \$500,).....	205
Number of coal cars, (average cost of each, \$180,).....	1,310
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,800,)	8
Number of stone bridges, (total length in feet, 150,).....	3
Number of railroads crossed	3
Number of stations on main road: Passenger, 28; freight, 28—total	28
Number of wood and water stations on main road,.....	10
Value of real estate held by the company, exclusive of road way. Cannot say.	
Number of tunnels	None.
How is track laid, and on what foundation? Gravel ballast and cross-ties.	
Length in miles laid with steel rail.....	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	162,505
Number of miles run by freight trains	114,123
Number of miles run by coal trains.....	92,415
Number of through passengers for the year on main road.....	3,062
Number of passengers (all classes) carried in cars,.....	297,828
Number of tons of 2,000 lbs. of through freight for the year on main road.....	12,806
Gross amount of tonnage for the year, (2,000 pounds per ton,)	1,604,843
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	63,700 lbs.
Weight of freight engines.....	74,500 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	25, 110	July, 1871.....	22, 238
February, 1871.....	21, 104	August, 1871.....	29, 116
March, 1871.....	24, 149	September, 1871.....	32, 246
April, 1871.....	21, 006	October, 1871.....	27, 050
May, 1871.....	23, 149	November, 1871.....	23, 155
June, 1871.....	24, 220	December, 1871.....	25, 285

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	1,405,785
All other freight.....	223,121

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	3½ "
For second class through passengers.....	3 "
For second class way passengers.....	3½ "

The rate per ton, (of 2,000 pounds,) per mile, charged for freight:

For through freight.....	2½
For through coal.....	2
For local freight.....	3
For local coal.....	2½

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings	\$243,543 77	\$18,708 55	\$194,835 22
Taxes on real estate	603 08	120 61	482 47
Total	244,146 85	48,829 16	195,317 69
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$20,719 44	\$4,414 25	\$16,305 19
Repairs of passenger, baggage and freight cars.....	51,303 95	10,825 98	40,477 97
Total	72,023 39	15,240 23	56,783 16
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$3,803 99	\$773 79	\$3,030 20
Agents and clerks	31,523 85	6,304 77	25,219 08
Porters, watchmen and switch tenders.....	1,032 68	203 53	829 15
Wood and water station attendance.....	7,583 18	1,516 61	6,066 57
Conductors, baggage masters and brakemen....	43,933 05	8,798 61	35,134 44
Engineers and firemen.....	37,733 37	7,548 67	30,184 70
Fuel and cost of preparing for use.....	20,684 49	4,136 89	16,547 60
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	5,603 15	1,120 63	4,482 52
Telegraph, mail and station expenses	3,110 78	622 15	2,488 63
Loss and damage of goods and baggage.....	1,018 47	203 69	814 78
Use of freight cars	2,543 26	.....	2,543 26
Damage for injury of persons	1,338 30	273 66	1,064 64
Damage to property, including damage by fire and cattle killed on road.....	944 80	188 96	755 84
General superintendence.....	2,771 77	554 35	2,217 42
Contingencies	645 86	129 17	516 69
Total	164,366 00	32,364 48	132,001 52

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1871.....	\$13,727 62	\$42,548 52	\$1,500 63	\$17 79	\$57,794 56
February, 1871.....	11,283 29	36,042 20	1,937 81	31 48	49,294 78
March, 1871.....	12,877 16	47,191 08	800 63	8 62	60,877 49
April, 1871.....	11,223 03	44,831 41	900 62	18 39	56,973 45
May, 1871.....	12,571 78	44,737 92	900 63	22 00	58,232 33
June, 1871.....	13,168 29	64,102 56	900 62	15 72	78,187 19
July, 1871.....	14,758 52	69,212 17	890 63	6 45	84,867 77
August, 1871.....	15,563 12	69,648 31	890 62	14 60	85,116 65
September, 1871.....	17,028 67	70,378 99	890 63	14 75	88,313 04
October, 1871.....	14,360 11	78,943 07	890 62	13 50	94,207 30
November, 1871.....	12,268 06	69,691 68	890 63	24 45	82,874 82
December, 1871.....	13,405 23	62,361 75	890 62	13 30	76,670 90
Total.....	162,234 88	699,689 66	12,284 69	201 05	874,410 28

Summary of payments :

For construction and equipment	None.
Maintaining the road, &c.—repairs of machinery and operating the road.....	\$480,536 24
Dividends	None.
Interest	161,896 47
Miscellaneous	None.
Surplus funds.....	None.
Municipal taxes.....	None.
State taxes	13,896 47
Total	<u><u>656,329 18</u></u>

Cost of transportation :

Cost per passenger per mile, proximate average, cannot say.

Cost per ton freight per mile, proximate average, cannot say.

What express companies run on your road, and on what terms ?

Delaware, Lackawanna and Western express, at \$390 per month.

What transportation or freight companies run on your road, and on what terms ? None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	7	1
	<u> </u>	<u> </u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

Jan. 6. Pat Cain, Bellevue, Pa., laborer on gravel train, thrown from cars and fatally injured.

Feb. 16. Jonathan Overfield, near Plymouth, Pa, struck by a passenger train and injured, so that he died February 18; man was intoxicated, and was lying alongside track.

May 30. Otis Shaffer, engineer, near Pittston, Pa., passenger engine collided with a switch engine; engineer jumped from engine and was fatally injured.

June 20. Oakley Hallman, employee on switch train at Danville, Pa., fatally injured in putting cars up Tunnel Head.

June 29. Patrick Mulherin, brakeman on switch engine at Scranton, Pa., run over by engine—both legs amputated.

July 7. Jasper Frantz, brakeman on freight train between Danville and Northumberland, Pa., knocked off train by a bridge, and fatally injured.

Sept. 7. James Davenport, brakeman on freight train, near Chulasky, Pa., knocked from cars by bridge, fell on track, and was run over by passenger train.

Dec. 16. A. N. Cramer, brakeman on freight train near Plymouth, Pa., fatally injured by collision of engine "Erie," attached to freight train, and engine No. 119, of Northern Central railroad.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Moses Taylor.....	New York.
Samuel Sloan.....	New York.
John Brisbin.....	New York.
P. R. Pyne.....	New York.
J. H. Scranton.....	Scranton, Pa.
Samuel Hoyt.....	Kingston, Pa.
John C. Phelps.....	Wilkesbarre, Pa.
James Blair.....	Scranton, Pa.
J. C. Platt.....	Scranton, Pa.
D. G. Driesbach.....	Beach Haven, Pa.
A. T. McClintock.....	Wilkesbarre, Pa.
P. Pettebone.....	Wyoming, Pa.
W. R. Storrs, President.....	Scranton, Pa.
F. F. Chambers, Secretary.....	New York.
A. J. Odell, Treasurer.....	New York.

(No. 51.)

LAKE SHORE AND MICHIGAN SOUTHERN.

[For the financial year ending December 31, 1871.]

STATE OF OHIO, }
 Cuyahoga County, } ss:

Personally appeared Charles F. Hatch, general superintendent, and Cyrus P. Leland, auditor, of the Lake Shore and Michigan Southern railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES F. HATCH, *Gen'l Supt.*
 CYRUS P. LELAND, *Auditor.*

Sworn and subscribed before me, this }
 12th day of February, 1872. }

N. BARTLETT, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000,000 00
Amount of stock subscribed	34,938,000 00
Amount paid in as by last report.....	34,938,000 00
Total amount now paid in of capital stock	34,938,000 00
Funded debt as per last report.....	22,283,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:.....	26,433,000 00
Chiefly 1st and 2d mortgage bonds on different sections of the consolidated roads.	
Floating debt, as by last report.....	3,438,553 26
The amount now of floating debt	3,496,815 36
Total amount now of floating and funded debt ..	29,929,815 36
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends. Cash, common stock, 8 per cent.; guaranteed stock, 10 per cent.; August 1, 1871, 4 per cent.; February 1, 1872, 4 per cent.	

Number of shares of stock issued.....	349,380
Par value of each share.....	\$100 00
Average market value during the year.....	100 00
Amount paid in on each share.....	100 00
Amount of capital on which the respective dividends were declared	<u>34,938,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$45,020,457 41	\$48,363,841 11
Equipment	<u>9,113,632 08</u>	<u>10,415,034 58</u>
Total cost	<u>54,134,089 49</u>	<u>58,778,875 69</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Buffalo, N. Y., to Chicago, Ill.....	541 miles.
Length of main line of road laid	541 "
Length of main line of road laid in Pennsylvania,	44 "
Length of double track of road.....	82 "
Length of sidings.....	255½ "
Gauge of road: West of Toledo, 4 feet 8½ inches; east of Toledo, 4 feet 9½ inches.	"
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length, viz: Air Line branch, 133.20; Jackson branch, 41.90; Kalamazoo branch, 36; Palmyra branch, 2.50; Detroit branch, 59.12; Monroe branch, 33.60; Northern division, (via Sandusky,) 86.20; Ashtabula branch, (constructing,) 36.	
Roads worked or leased by the company, viz: Jamestown and Franklin railroad, in Pennsylvania, 51; Kalamazoo, Allegan and Grand Rapids railroad, Michigan, 58.	
Number of engine houses and shops.....	47
Number of engines	346
Number of first class passenger cars, (average cost of each, \$5,000,).....	128

Number of baggage, mail and express cars, (average cost of each, \$1,800,)	69
Number of freight cars, (average cost of each, \$750,)	6,831
Number of coal cars, (average cost of each, \$600,)	397
Number of second class and emigrant cars, (average cost of each, \$2,000,)	33
Number of iron bridges, (total length in feet, 2,394,)	33
Number of wooden bridges, (total length in feet, 10,193,)	64
Number of stone bridges, (total length in feet, 1,661,)	37
Number of railroads crossed	27
Number of stations on main road: Passenger, 44; freight, 39; both together, 36; total	119
Number of wood and water stations on main road,	71
Value of real estate held by the company, exclusive of road way	\$4,000,000 00
Number of tunnels, (length of each, 142 feet,)	1
How is track laid, and on what foundation? On cross-ties, fish splice, stone, gravel and sand ballast.	
Length in miles laid with steel rail, about	<u>90 miles.</u>

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains	2,367,514
Number of miles run by freight trains	5,659,898
Number of miles run by working and switching ..	2,151,191
Number of through passengers for the year on main road	63,163
Number of passengers (all classes) carried in cars,	1,965,092
Number of tons of 2,000 lbs. of through freight for the year on main road	328,693
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	3,725,425
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	25
Average rate of speed adopted by express trains, including stops	30

Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	30 tons.
Weight of freight engines.....	30 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	133,463	July, 1871.....	166,237
February, 1871.....	132,868	August, 1871.....	182,119
March, 1871.....	178,957	September, 1871.....	218,411
April, 1871.....	160,826	October, 1871.....	169,698
May, 1871.....	166,315	November, 1871.....	153,680
June, 1871.....	161,583	December, 1871.....	140,932

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	28,277	Stone and lime.....	112,860
Bituminous coal.....	173,444	Agricultural products.....	969,150
Petroleum and other oils.....	379,865	Merchandise and manufactures.....	487,853
Pig iron.....	38,234	Live stock.....	319,330
Railroad iron.....	23,033	Lumber.....	358,842
Other iron or castings.....	92,446	Other articles.....	730,913
Iron and other ores.....	6,178		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3 cents.
For first class way passengers.....	3½ "
For second class through passengers.....	2 "
For second class way passengers.....	2¼ "

The rate per ton, (of 2,000 lbs.,) per mile, charged for freight :

For through freight.....	1½ cents.
For through coal.....	None.
For local freight.....	2½ cents.
For local coal.....	1⅓ "
All freight, average.....	1⅔ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Trans'n.
Repairs or maintenance of way, including buildings.....	\$2,744,045 03	\$823,213 51	\$1,920,831 52
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$618,908 04	\$185,672 41	\$433,235 63
Repairs of passenger, baggage and freight cars.....	878,481 14	263,544 34	614,936 80
Total.....	1,497,389 18	449,216 75	1,048,172 43
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$160,971 22	\$112,679 85	\$48,291 37
Agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders, wood and water station attendance.....	1,451,000 02	435,300 01	1,015,700 01
Conductors, baggage masters and brakemen.....	556,987 08	167,096 12	389,890 96
Engineers and firemen.....	617,785 55	185,535 67	432,449 88
Fuel and cost of preparing for use.....	1,169,072 64	350,721 79	818,350 85
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	178,914 95	53,674 48	125,240 47
Telegraph expenses.....	27,503 54	8,251 06	19,252 48
Loss and damage of goods and baggage.....	66,672 07	20,001 62	46,670 45
Use of freight cars.....	324,152 21	.....	324,152 21
Outside agents and advertising.....	225,513 48	157,859 44	67,654 04
Damage for injury of persons.....	64,873 96	19,462 18	45,411 78
Damage to property, including damage by fire and cattle killed on road.....	15,662 63	4,698 79	10,963 84
General superintendence.....	182,195 29	54,658 89	127,537 40
Contingencies.....	22,142 13	6,642 64	15,499 49
Other expenses, not in above classification.....	130,540 84	59,164 75	91,375 09
Total.....	5,193,997 61	1,615,547 29	3,578,450 32

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	\$1,250,000 00
From sale of bonds, (\$4,150,000.).....	3,857,610 51
Total.....	<u>5,107,610 51</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscella- neous.	Total.
January, 1871.....	\$244,560 00	\$787,501 03	\$34,378 07	\$16,155 76	\$1,082,594 86
February, 1871.....	235,013 48	792,575 72	33,545 71	14,977 57	1,076,112 48
March, 1871.....	337,450 00	914,579 11	36,317 64	24,269 82	1,312,616 57
April, 1871.....	310,601 39	849,850 00	35,604 52	21,283 13	1,217,339 04
May, 1871.....	324,050 10	805,150 00	36,762 13	24,071 22	1,190,033 45
June, 1871.....	325,245 00	758,380 25	34,755 42	22,535 29	1,140,915 96
July, 1871.....	322,450 25	755,022 18	33,417 62	19,954 83	1,130,843 93
August, 1871.....	390,025 00	846,290 00	38,934 87	20,119 40	1,295,369 27
September, 1871...	425,830 50	882,664 00	39,791 63	20,661 85	1,368,948 03
October, 1871.....	405,225 00	937,735 00	40,108 78	19,528 26	1,402,597 04
November, 1871...	341,620 00	940,100 00	43,893 50	19,702 70	1,345,316 20
December, 1871...	287,803 11	881,505 64	47,934 39	18,042 10	1,235,285 24
Total	3,949,573 83	10,151,352 93	455,444 33	241,303 98	14,797,975 07

Summary of payments :

For construction and equipment	\$4,644,786 20
For maintaining the road, &c.—repairs of machinery and operating the road	9,435,431 82
For dividends	2,855,847 00
For interest and leases	1,959,498 88
For surplus funds.....	129,986 07
For municipal and State taxes	344,358 41
For United States taxes, (on dividends, \$70,700 50 ; other, \$2,152 39.).....	72,852 89
Total.....	<u>19,442,761 27</u>
Total amount of surplus fund.....	<u>\$1,659,875 66</u>

Cost of transportation :

Cost per passenger per mile, proximate average..	2 cents.
Cost per ton freight per mile, proximate average..	<u>1 “</u>

What express companies run on your road, and on what terms?
 United States express company, American Merchants' Union

express company. Each pay a stated sum per diem, and different rates per one hundred pounds on excess, according to distance carried.

What transportation or freight companies run on your road, and on what terms? Red line, White line, South Shore line, Globe line, owned and operated by the roads over which they run. Empire line, Merchants' Dispatch, own their cars, and receive mileage and a commission on business furnished.

ACCIDENTS.

	Killed.	Injured.
Employees.....	2	6
Others.....	0	1
Total.....	<u>2</u>	<u>7</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

January 27. Pat. Cooney, brakeman, collar bone broken while coupling cars at North-East, Pa.

February 5. A. D. Avery, freight conductor, struck by engine and killed in Erie yard.

February 9. John Freedman, yardman at Erie, arm crushed while coupling cars at Erie.

March 14. James Tweed, yardman at Erie, ankle broken while coupling cars at Erie.

February 14. Henry Botts, brakeman, hand crushed while coupling cars at Erie.

May 9. S. Schoof, freight conductor, struck by P. & E. train in Erie yard, and very seriously injured.

May 13. — Vincent, (not in employ of company,) while riding on engine which collided with another at Erie, was quite seriously injured.

October 6. James Pettit, yard conductor, killed while coupling cars at Erie.

December 2. Barney Parker, brakeman, fell from train near Erie, December 2, and broke his leg.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Hon. Horace F. Clark.....	New York city.
James H. Banker.....	New York city.
Augustus Schell.....	New York city.
Azariah Boody.....	New York city.
William D. Bishop.....	Bridgeport, Conn.
William Williams.....	Buffalo, N. Y.
Hon. H. B. Payne.....	Cleveland, O.
Amasa Stone, Jr.....	Cleveland, O.
Stillman Witt.....	Cleveland, O.
William T. Scott.....	Erie, Pa.
Milton Courtright.....	Erie, Pa.
John A. Tracy.....	Erie, Pa.
Albert Keep.....	Chicago, Ill.
Hon. Horace F. Clark, President.....	New York city.
George B. Ely, Secretary and Assistant Treasurer.....	Cleveland, O.
James H. Banker, Treasurer.....	New York city.
J. H. Devereux, General Manager.....	Cleveland, O.
Charles F. Hatch, General Superintendent.....	Cleveland, O.
C. P. Leland, Auditor.....	Cleveland, O.

(No. 52.)

LAWRENCE.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared William M'Creery, president, and F. M. Hutchinson, treasurer, of the Lawrence railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. M'CREEERY, *President.*

F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this }
 14th day of February, 1872. }

THOS. M. BLAIR, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed, (5,705 shares,)	\$285,250 00
Total amount paid in of capital stock.....	285,050 00
Funded debt, as per last report	360,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, August 1, 1895,)	355,000 00
Floating debt, as by last report	5,000 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt,	355,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends, cash.....	7 per cent.
Number of shares of stock issued.....	5,701
Par value of each share	\$50 00
Average market value during the year.....	50 00

Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>282,550 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$619,944 35	\$633,170 10
Equipment.....	<u>None.</u>	<u>None.</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lawrence Junction to Youngstown, Ohio.....	17 $\frac{4}{10}$ miles.
Length of main line of road laid.....	17 $\frac{4}{10}$ "
Length of main line of road laid in Pennsylvania,	8 $\frac{1}{10}$ "
Length of double track of road	None.
Length of sidings	None.
Gauge of road.....	4 $\frac{1}{2}$ feet.
Weight of rail per yard on main track	60 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops	1
Number of wooden bridges, (total length in feet, 625,)	5
Number of stations on main road.....	10
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of roadway	<u>None.</u>

Receipts—being 40 per cent. of the gross earnings under the lease :

November, 1870.....	\$4,656 07	June, 1871	\$4,987 19
December, 1870.....	4,474 77	July, 1871.....	3,893 65
January, 1871.....	4,270 07	August, 1871	5,106 50
February, 1871.....	4,727 23	September, 1871	4,741 42
March, 1871.....	5,131 86	October, 1871.....	4,618 43
April, 1871.....	4,949 52		
May, 1871.....	5,056 22	Total	<u>56,617 95</u>

Summary of payments :

For construction and equipment	\$13,225 75
For dividends.....	19,778 50

Interest	\$25,200 00
Miscellaneous.....	6,081 23
Surplus funds	None.
Municipal taxes	None.
State taxes	1,207 40
United States taxes.....	None.
 Total.....	 <u>65,492 88</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William M'Creery.....	Pittsburg.
William Harbaugh.....	Pittsburg.
A. L. Crawford.....	New Castle.
G. W. Cass	Pittsburg.
J. N. M'Cullough.....	Pittsburg.
T. D. Messler.....	Pittsburg.
John Larwill.....	Wooster, O.
William M'Creery, President.....	Pittsburg.
F. M. Hutchinson, Secretary.....	Pittsburg.
F. M. Hutchinson, Treasurer	Pittsburg.

(No. 53.)

LEHIGH AND LACKAWANNA.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Harrisburg City, } ss :

Personally appeared Charles Brodhead, president of the Lehigh and Lackawanna railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) CHARLES BRODHEAD, *President.*

Sworn and subscribed before me, this }
 13th day of February, 1872. }

FR. W. HAAS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	375,100 00
Amount paid in as by last report.....	375,100 00
Total amount now paid in of capital stock	375,100 00
Funded debt, as per last report.....	300,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, February 1, 1897	300,000 00
Number of shares of stock issued	7,502
Par value of each share	\$50 00
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT.

Construction	By present report. \$675,100 00
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Bethlehem to Stroudsburg	36 miles.
Length of main line of road laid.....	15 "
Length of main line of road laid in Pennsylvania,	15 "

Length of double track of road	None.
Length of sidings	5,480 feet.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company	None.
Number of engine houses and shops.....	1
Number of engines	1
Number of first class passenger cars.....	None.
Number of baggage, mail and express cars, (cost, \$2,500,)	1
Number of freight cars.....	None.
Number of coal cars	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 100,)	2
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road	3
Number of wood and water stations on main road,	1
Number of tunnels	None.
How is track laid and on what foundation? Gravel ballast, wood cross-ties.	

This road was completed by the Lehigh coal and navigation company, and operated by them until April 1, 1871, when the Central railroad company of New Jersey, having assumed possession of the Lehigh and Susquehanna railroad, under a lease, took this road also.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Chas. Brodhead	Bethlehem.
Augustus Wolle..	Bethlehem.
E. W. Clark	Philadelphia.
J. P. Hsley	Philadelphia.
M. Cohen	Philadelphia.
Charles Brodhead, President	Bethlehem.
F. Mitchell, Secretary and Treasurer... ..	Philadelphia.

(No. 54.)

LEHIGH AND SUSQUEHANNA.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared E. W. Clark, president, and S. Shepherd, treasurer, of the Lehigh coal and navigation company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) E. W. CLARK, *President.*
 S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of February, 1872. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

The Lehigh and Susquehanna railroad is owned by the Lehigh coal and navigation company, and has no separate organization, capital or debt.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$11,546,439 89	\$12,041,731 04
Equipment	2,851,140 73	Nothing
Total cost	<u>14,397,580 62</u>	<u>12,041,731 04</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Phillipsburg to Union Junction	105 miles.
Length of main line of road laid	105 "
Length of main line of road laid in Pennsylvania,	105 "
Length of double track of road	5½ "
Length of sidings	75 "
Gauge of road	4 feet 8½ in.

Weight of rail per yard on main track	60 pounds.
Branch roads owned by the company, and their length, viz: Nescopee branch, 9 miles; Nanticoke branch, 20 $\frac{1}{4}$ miles; Coplay, 1 mile; Lee branch, 2 miles.	
Roads worked or leased by the company, viz: Lehigh and Lackawanna, 15 miles; Nesquehoning Valley, 16 $\frac{1}{2}$ miles; Tresckow, 6 miles.	
Number of engine houses and shops: 8 engine houses, 4 shops.	
Number of engines: Road operated by the Central railroad company of New Jersey, which furnishes all the equipment.	
Number of iron bridges, (total length in feet, 2,553,)	16
Number of wooden bridges, (total length in feet, 3,514,)	37
Number of stone bridges, (total length in feet, 250,)	21
Number of railroads crossed	2
Number of stations on main road, passenger and freight, (used for both purposes,)	45
Number of wood and water stations on main road,	17
Number of tunnels, (length of each, 1,800 feet and 396 feet,)	2
How is track laid, and on what foundation? Gravel and stone ballast, wooden cross-ties.	
Length in miles laid with steel rail.	<u>50 miles.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Not reported to this company by the lessees.

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	3 cents.
For first class way passengers	3 $\frac{1}{2}$ "
For second class through passengers	None.
For second class way passengers	<u>None.</u>

The rate per ton, (of 2,000 lbs.,) per mile, charged for freight :

For through freight.....	2½ cents.
For through coal	1¾ “
For local freight.....	4 “
For local coal	3 “

RECEIPTS.

Months.	Passengers.	Freight.	Total.
January, 1871.....	\$10,076 93	\$92,535 61	.....
February, 1871.....	7,683 08	49,747 89	.....
March, 1871.....	8,593 88	79,656 53	.....
April, 1871.....	6,781 70	183,858 85	.....
May, 1871.....	10,785 89	320,856 93	.....
June, 1871.....	12,706 04	264,713 39	.....
July, 1871.....	14,828 23	274,176 63	.....
August, 1871.....	16,033 73	263,466 27	.....
September, 1871.....	16,150 02	257,813 79	.....
October, 1871.....	13,166 44	251,057 19	.....
November, 1871.....	10,863 27	232,692 91	.....
December, 1871*.....	.....	.....	.....
Total.....	127,669 21	2,270,575 99	\$2,398,245 20

Summary of payments :

For construction and equipment	\$46,009 46
Dividends, interest, miscellaneous, surplus funds, municipal, State and United States taxes: In- cluded in report of the Lehigh coal and naviga- tion company.	

NAMES AND RESIDENCE OF OFFICERS.

Same as Lehigh coal and navigation company.

* No report made by lessees to this date, January 31, 1872.

(No. 55.)

LEHIGH VALLEY.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Charles Hartshorne, vice president, and L. Chamberlain, treasurer, of the Lehigh Valley railroad company, and in due form of law made affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHAS. HARTSHORNE, *Vice President.*
 L. CHAMBERLAIN, *Treasurer.*

Affirmed and subscribed before me, this }
 23d day of January, 1872. }

JOHN RODGERS, *Notary Public.*

STOCK AND DEBT.

Amount paid in as by last report.	\$18,159,400 00
Total amount now paid in of capital stock.....	18,158,600 00
Funded debt, as per last report	5,588,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
Hazleton loan mortgage bond, (maturity, October 1, 1872,)...	\$59,000 00
Old loan, 1st mortgage bonds, (date of maturity, May 1, 1873,)	902,000 00
New loan, mortgage bonds, (date of maturity, June 1, 1898,)	3,546,000 00
7 per cent., 2d mortgage bonds, (date of maturity, September 1, 1910,)	4,712,000 00
	<hr/>
	9,219,000 00
Floating debt, as by last report.....	414,417 16
The amount now of floating debt.....	645,142 12

Total amount now of floating and funded debt. . . .	\$9,864,142 12
Rate per cent. per annum of interest on funded debt:	
1st mortgage, 6 per cent.; 2d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: Cash, December 20, 1870, April 15, July 15, October 16, 2½ per cent. each.	10 per cent.
Number of shares of stock issued.	363,172
Par value of each share.	\$50 00
Amount of capital on which the respective dividends were declared: December dividend, \$18,159,200, the others, \$18,158,600.	

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$14,501,805 67
Equipment	4,728,924 62
Total cost.	<u>19,230,730 29</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Phillipsburg, N. J., to Wilkesbarre, Pa.	101 miles.
Length of main line of road, including double track and sidings	440¼ "
Length of main line of road laid in Pennsylvania,	100¾ "
Length of double track of road	86½ "
Length of sidings, on main line and branches	125 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.	57 & 60 lbs.
Branch roads owned by the company, and their length, viz: Penn Haven Junction to Audenried, 17.56 miles; Black Creek Junction to Mt. Carmel, 42.62 miles; branches to same, 15.73 miles; Penn Haven and Hazleton and branches, 31.59; Hazleton railroad to Milnsville and branches, 17.06 miles.	

Roads worked or leased by the company, viz:

Pennsylvania and New York railroad, Wilkesbarre to Lackawanna, and Bloomsburg Junction, 9.6 miles.

Number of engine houses and shops: 21 engine houses, 7 shops.

Number of engines 171

Number of first and second class passenger cars,
(average cost of each, \$4,500,) 38

Number of baggage, mail and express cars, (average
cost of each, \$3,000,) 20

Number of freight cars, (average cost of each, \$650,) 864

Number of coal cars, (average cost of each, \$250,) 7,027

Number of iron bridges, (total length in feet, 2,371,) 12

Number of wooden bridges, (total length in feet,
3,880,) 61

Number of stone bridges, (total length in feet, 220,) 18

Number of railroads crossed 6

Number of stations on main road 53

Number of wood and water stations on main road:

9 coal and wood, 30 water.

Number of tunnels, (length, 1,023 feet,) 1

How is track laid, and on what foundation? Oak
and chestnut cross-ties, stone, gravel and cinder
ballast.

Length in miles laid with steel rail 62.79

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and
coal trains 3,033,642

Number of passengers (all classes) carried in cars, 867,271

Gross amount of tonnage for the year, (2,000 lbs.
per ton,) 4,809,509

Average rate of speed adopted by ordinary passen-
ger trains, including stops, (miles per hour,) 20 to 25

Average rate of speed adopted by express trains,
including stops 25 to 30

Average rate of speed adopted by freight trains,
including stops 10

Weight of first class passenger engines	52,000 lbs.
Weight of freight engines	63,000 to 97,000 lbs.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

December, 1870	75,713.2	June, 1871.....	68,237.2
January, 1871	70,214	July, 1871.....	75,324.2
February, 1871.....	61,013	August, 1871.....	84,029.2
March, 1871.....	72,798	September, 1871.....	81,530.2
April, 1871.....	69,814.2	October, 1871.....	72,028
May, 1871.....	71,632.2	November, 1871.....	64,935.2

The amount of freight, specifying the quantity in tons :

Anthracite coal	3,235,763	Stone and lime.....	58,133
Bituminous coal.....	51,884	Live stock.....	160,055
Pig iron.....	210,099	Lumber	114,574
Railroad iron.....	40,396	Other articles.....	587,195
Iron and other ores.....	351,410		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3½ cents.
For first class way passengers.....	3½ “

The rate per ton, (of 2,000 pounds,) per mile, charged for freight :

For through and local freight	2 $\frac{14}{100}$
For through and local coal.....	2 $\frac{28}{100}$

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings, \$1,279,169 08	
Taxes on real estate.....	13,806 92

Repairs of machinery :

Repairs of engines and tenders	152,250 67
Repairs of passenger and baggage cars.....	68,228 65
Repairs of freight and coal cars.....	475,036 81
Repairs of tools and machinery in shops	19,394 32

Operating the road :

Office expenses, stationery, &c.....	14,881 39
Agents and clerks	63,947 8

Watchmen	\$72,273 37
Cleaning locomotives	23,061 36
Conductors, baggage masters and brakemen.....	286,131 63
Engineers and firemen	201,294 23
Fuel and cost of preparing for use.....	233,582 66
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	86,678 45
Telegraph expenses.....	20,927 00
Use of freight cars.....	74,852 64
Damage for injury of persons, and damage to pro- perty, including damage by fire and cattle killed on road	8,674 67
General superintendence	88,308 20
Contingencies	279,529 89
Total.	3,462,029 78
Allotted to passenger transportation.....	\$380,531 24
Allotted to freight transportation	3,081,498 54

RECEIPTS.

Months.	Passengers.	Freight.	Coal.	Total.
December, 1870.....	\$40,110 83	\$72,383 96	\$368,557 12	.....
January, 1871	36,051 69	65,762 69	117,732 71	.....
February, 1871	28,929 63	71,901 78	40,864 12	.....
March, 1871	34,591 25	89,522 98	130,231 66	.....
April, 1871	34,860 22	101,723 17	156,571 11	.....
May, 1871.....	37,753 74	92,508 44	270,731 66	.....
June, 1871.....	37,599 70	93,335 62	220,667 02	.....
July, 1871.....	41,089 78	98,652 76	446,032 99	.....
August, 1871	49,377 36	109,214 34	493,570 25	.....
September, 1871	45,571 04	118,473 16	506,263 33	.....
October, 1871	41,653 92	116,888 51	511,908 11	.....
November, 1871	37,468 53	107,867 72	424,326 75	.....
Total	465,056 69	1,138,201 13	3,687,466 83	\$5,290,724 65

Summary of payments :

For construction and equipment.....	\$1,067,834 66
For maintaining the road, &c.—repairs of machi- nery and operating the road	3,462,029 78
For dividends	1,815,875 00
For interest	433,751 47

For State taxes.....	\$176,234 30
For United States taxes	Unsettled.

What express companies run on your road, and on what terms?
 Central express company, in cars furnished by railroad company.

ACCIDENTS.

	Killed.	Injured.
Employees.....	19	19
Others	14	9
	—	—
Total.....	33	28
	=	=

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Hartshorne	Philadelphia.
William W. Longstreth.....	Philadelphia.
J. Gillingham Fell	Philadelphia.
John Taylor Johnston	New York.
William H. Gatzmer	Philadelphia.
David Thomas.....	Catasauqua.
Ashbel Welch.....	Lambertville, N. J.
Edward H. Trotter	Philadelphia.
Ario Pardee	Hazleton, Pa.
William L. Conyngham	Wilkesbarre, Pa.
Edward Roberts.....	Philadelphia.
William A. Ingham.....	Philadelphia.
Asa Packer, President.....	Philadelphia.
John R. Fanshawe, Secretary.....	Philadelphia.
Lloyd Chamberlain, Treasurer.....	Philadelphia.
Charles Hartshorne, Vice President	Philadelphia.
Robert H. Sayre, Superintendent.....	Bethlehem.

(No. 56.)

LITTLESTOWN.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Adams County, } ss:

Personally appeared Ephraim Myers, president, and George Stonesifer, treasurer, of the Littlestown railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) EPHRAIM MYERS, *President.*
 GEO. STONESIFER, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1872. }

S. S. BISHOP, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law, (was when the company was formed,)	\$75,000 00
Amount of stock subscribed	53,750 00
Amount paid in as by last report.....	46,225 00
*Total amount now paid in of capital stock	34,850 00
Funded debt, as per last report	46,150 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 1, 1890,) 5-20 bonds	40,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt	685 83
Total amount now of floating and funded debt....	40,685 83
Rate per cent. per annum of interest on funded debt,	
1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.

*This road was sold by the trustee named in mortgage, and purchased by the holders of the bonds, and their interest in the road now represented by stock.

Number of shares of stock issued.....	697
Par value of each share	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share, in bonds	\$50 00
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT

	By last report.	By present report.
Construction	\$86,240 00	\$115,616 00
Total	<u> </u>	<u>115,616 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hanover to Pennsylvania and Maryland line.....	9½ miles.
Length of main line of road laid.....	9½ “
Length of main line of road laid in Pennsylvania,	9½ “
Length of double track of road	None.
Length of sidings	2,268 feet.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track, 50 and 56 pounds.	
Branch roads owned by the company	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops	1
Cars and motive power furnished by Hanover Branch railroad company.	
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 176,)	5
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road: Passenger and freight.....	4
Number of wood and water stations on main road,	1

Value of real estate held by the company, exclusive of road way.....	\$500
Number of tunnels	None.
How is track laid, and on what foundation? On wooden ties, resting on stone and earth.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains, (all trains are composed of passenger and freight,)	5,830
Number of passengers (all classes) carried in cars,	4,703
Number of tons of 2,000 pounds of through freight for the year on main road	10,957
Gross amount of tonnage for the year, (2,000 pounds per ton,)	15,635
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	15
Average rate of speed adopted by express trains, including stops.....	None.
Average rate of speed adopted by freight trains, including stops.....	None.
Weight of first class passenger engines	None.
Weight of freight engines.....	None.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	225	July, 1871	357
February, 1871.....	240	August, 1871.....	550
March, 1871.....	434	September, 1871	471
April, 1871.....	421	October, 1871.....	505
May, 1871.....	386	November, 1871.....	324
June, 1871.....	283	December, 1871	507

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	1,712	Merchandise and manufactures.....	782
Pig iron	17	Live stock.....	9
Other iron or castings.....	99	Lumber	2,276
Iron and other ores.....	7,172	Other articles.....	202
Agricultural products.....	3,638		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	4 cents.
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The rate per ton, (of 2,000 lbs.) per mile, charged for freight :

For through freight.....	3 to 5 cents.
For through coal	4 cents.
For local freight and coal	As above.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$7,439 60
Taxes on real estate.....	None paid.
Total.....	7,439 60

Repairs of machinery :

Machinery furnished by Hanover B. R. R. Co.

Operating the road :

Office expenses, stationery, &c.....	\$416 23
Agents and clerks	473 85
Use of freight cars.....	270 28
Contingencies.....	102 46
Total.....	1,262 82

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	Nothing.
From sale of bonds.....	\$24,925 87
From other sources.....	12,734 71
Total.....	37,660 58

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscella's.	Total.
January, 1871	\$110 90	\$431 53	\$92 50	\$41 86	\$726 79
February, 1871	95 95	391 53	.....	2 00	489 48
March, 1871	157 80	462 89	.....	18 00	638 69
April, 1871	153 01	432 51	.....	21 50	607 02
May, 1871	165 05	461 94	.....	1 75	628 74
June, 1871	107 80	440 21	.....	164 52	712 53
July, 1871	133 60	506 27	92 50	327 17	1,059 54
August, 1871	379 38	789 59	.....	140 75	1,319 72
September, 1871	219 50	874 51	.....	1 00	1,095 01
October, 1871	209 10	798 81	.....	471 12	1,479 03
November, 1871	177 56	658 27	.....	81 50	917 33
December, 1871	179 45	557 70	92 50	42 34	871 99
Total	2,099 10	6,845 76	277 50	1,313 51	10,545 87

Summary of payments :

For construction and equipment	\$29,616 64
Maintaining the road, &c.—repairs of machinery and operating the road	8,702 42
United States taxes	27 32
Total	<u>38,346 38</u>

Cost of transportation :

Cost per passenger per mile, and cost per ton freight per mile, proximate average	<u>Cannot say.</u>
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What express companies run on your road, and on what terms?
Adams express company, at 60 cents per 100 pounds.

What transportation or freight companies run on your road, and
on what terms? None.

ACCIDENTS.

No one injured.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Ephraim Myers	Littlestown.
George Stonesifer	Littlestown.
Joseph L. Shorb	Littlestown.
Levi D. Mans	Littlestown.
Enoch Lefever	Littlestown.
William M'Sherry	Littlestown.
Henry Wirt	Hanover, York co.
Ephraim Myers	President.
William M'Sherry	Secretary.
George Stonesifer	Treasurer

(No. 57.)

LITTLE SAW MILL RUN.

[For the year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared William Espy, president of the Little Saw Mill Run railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed)

WM. ESPY, *President.*

Sworn and subscribed before me, this }
 6th day of February, 1872. }

JOHN S. HOLLINGSHEAD, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed	100,000 00
Amount paid in as by last report	100,000 00
Total amount now paid in of capital stock	100,000 00
Funded debt, as per last report	26,166 67
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, now due.)	
2d mortgage bonds, (date of maturity, now due.)	
3d mortgage bonds, (date of maturity, now due.)	
Floating debt, as by last report	5,010 23
The amount now of floating debt	1,858 78
Total amount now of floating and funded debt....	31,525 45
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: Jan. 1, and July 1, each 5 per cent.;	
cash, \$5,000; cash, \$5,000—total	10,000 00
Number of shares of stock issued	2,000

Par value of each share	\$50 00
Average market value during the year.....	None.
Amount paid in each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>100,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u>\$100,657 47</u>	<u>\$100,657 47</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Ohio river to mines	3 miles.
Length of main line of road laid.....	3 "
Length of main line of road laid in Pennsylvania..	3 "
Length of double track of road	None.
Length of sidings.....	1 mile.
Gauge of road.....	4 ft. 8 in.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	3
Number of engines	3
Number of first class passenger cars.....	None.
Number of baggage, mail and express cars.....	None.
Number of freight cars.....	None.
Number of coal cars, (average cost of each, \$150.)	50
Number of iron bridges	None.
Number of stations on main road.....	None.
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclusive of roadway	\$100,000 00
Number of tunnels.....	None.
How is track laid and on what foundation? On timber, stone and pit slack.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	None.
Number of miles run by freight trains	None.

Number of miles run by coal cars, about	14,000
Number of through passengers for the year on main road	None.
Number of passengers (all classes) carried in cars,	None.
Number of tons of 2,000 lbs. of through freight for the year on main road	<u>158,565</u>

The amount of freight, specifying the quantity in tons:

Bituminous coal	<u>158,565</u>
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EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings	\$7,022 95
Taxes on real estate	768 90
Total	<u>7,791 85</u>

Repairs of machinery:

Repairs of engines and tenders	\$4,134 23
Repairs of coal cars	1,448 47
Repairs of tools and machinery in shops	1,769 17
Total	<u>7,351 87</u>

Operating the road:

Office expenses, stationery, &c.	\$6 20
Agents and clerks	800 00
Labor—loading and unloading freight	5,201 14
Engineers, firemen, brakemen, oil and fuel included,	5,867 82
Damage for injury of persons	108 00
General superintendence	1,200 00
Contingencies	1,209 41
Total	<u>14,392 57</u>

RECEIPTS.

Months.	Freight.	Miscellan's	Total.
January, 1871.....	\$2, 249 33	.....	.....
February, 1871.....	4, 169 61	.....	.....
March, 1871.....	6, 479 17	.....	.....
April, 1871.....	6, 785 32	.....	.....
May, 1871.....	3, 748 81	.....	.....
June, 1871.....	5, 469 88	.....	.....
July, 1871.....	2, 772 52	.....	.....
August, 1871.....	2, 394 54	.....	.....
September, 1871.....	2, 425 76	.....	.....
October, 1871.....	2, 759 41	.....	.....
November, 1871.....	2, 586 37	.....	.....
December, 1871.....	5, 414 25	\$8, 192 50	.....
Total.....	47, 254 97	8, 192 50	\$55, 447 47

Summary of payments :

For construction and equipment.....	\$5,307 95
Maintaining the road, &c.—repairs of machinery and operating the road.....	29,536 29
Dividends.....	10,000 00
Interest.....	3,070 18
Miscellaneous.....	524 15
State taxes.....	4,679 59
United States taxes.....	1,162 52
Total.....	<u><u>54,280 68</u></u>

ACCIDENTS.

	Killed.	Injured.
Others.....	1	1
	=	=

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

About June 25, a boy by the name of Foster was killed at the Steubenville turnpike crossing, by running across the track in front of the locomotive.

About February 20, 1871, a stranger, named William Thompson, was injured by jumping on a coal car without leave; the car afterwards went over the trestle work, and he was seriously injured.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jonathan Lenz.....	Economy, Beaver co., Pa.
W. H. Brown.....	Pittsburg, Pa.
Jehu Haworth.....	Pittsburg, Pa.
N. P. Fetterman.....	Pittsburg, Pa.
Richard Dewhurst.....	Pittsburg, Pa.
William Espy, President and Superintendent...	Pittsburg, Pa.
N. P. Fetterman, Secretary.....	Pittsburg, Pa.
Jacob Henrici, Treasurer.....	Economy, Beaver co., Pa.

(No. 58.)

LITTLE SCHUYLKILL NAVIGATION.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared John F. Blandy, president, and Jos. Lapsley Wilson, treasurer, of the Little Schuylkill navigation, railroad and coal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN F. BLANDY, *President.*

JOS. LAPSLEY WILSON, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of December, 1871. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$2,646,100 00
Amount paid in as by last report.....	2,646,100 00
Total amount now paid in of capital stock.....	2,646,100 00
Funded debt, as per last report.....	783,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, October 1, 1877,)	771,500 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt...	771,500 00
Rate per cent. per annum of interest on funded debt :	
1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends : Cash, January, 3½ per cent.; July, 3½ per cent.	
Number of shares of stock issued.....	52,922

RAILROAD REPORT.

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Par value of each share.....	\$50 00
Average market value during the year.....	44 75
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared	<u>2,646,100 00</u>

COST OF ROAD.

	By last report.	By present report.
Construction.....	<u>\$1,416,187 80</u>	<u>\$1,416,187 80</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Catawissa railroad junction to Port Clinton.....	28 $\frac{1}{4}$ miles.
Length of main line of road laid	28 $\frac{1}{4}$ "
Length of main line of road laid in Pennsylvania..	28 $\frac{1}{4}$ "
Length of double track of road	None.
Length of sidings.....	19 $\frac{9.5}{100}$ miles.
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	60 pounds.
Branch roads owned by the company, and their length, viz: Panther Creek and Wabash Creek,	3 miles.
Roads worked or leased by the company: East Mahanoy.	
Number of engine houses and shops: 2 engine houses, 1 shop.	
Number of engines, first class passenger cars, baggage, mail, express, freight and coal cars	None.
Number of iron bridges, (total length in feet, 173,)	2
Number of wooden bridges, (total length in feet, 2,266 $\frac{1}{2}$,).....	33
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road: Passenger.....	9
Number of wood and water stations on main road,	5
Value of real estate held by the company, exclusive of road way	\$10,000 00
Number of tunnels, (length of each, 900 feet,)	1

How is track laid, and on what foundation? Broken
stone and coal dirt ballast; cross-ties.

Length in miles laid with steel rail None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Will be returned by Philadelphia and Reading railroad company, lessees, who operated this railroad as a part of their own.

RECEIPTS.

Miscellaneous \$273,581 12

Summary of payments:

For dividends, (including State and United States taxes on same,).....	\$185,785 51
For interest.....	81,618 74
For miscellaneous	2,000 41
Total.....	<u>269,404 66</u>

ACCIDENTS.

No knowledge.

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
Adolph E. Borie.....	Philadelphia.
Alexander J. Derbyshire.....	Philadelphia.
Samuel J. Reeves.....	Philadelphia.
Daniel R. Bennett.....	Philadelphia.
Joseph H. Trotter.....	Philadelphia.
Samuel F. Ashton.....	Philadelphia.
John F. Blandy, President, No. 410 Walnut street.....	Philadelphia.
Jos. Lapsley Wilson, Secretary and Treasurer.....	Philadelphia.

(No. 59.)

LORBERRY CREEK, MAHANOEY AND SHAMOKIN, PINE-
GROVE AND LEBANON, PORT KENNEDY.

PHILADELPHIA AND READING R. R. CO.,
OFFICE 227 SOUTH FOURTH ST.,
PHILADELPHIA, *January 22, 1872.* }

HON. J. F. HARTRANFT, *Auditor General:*

DEAR SIR:—Upon the 25th of March, 1871, the Mahanoy and Shamokin railroad company was merged into the Philadelphia and Reading railroad company; and upon 8th of May, 1871, the Lorberry Creek, and Pinegrove and Lebanon railroad companies were also merged into the Philadelphia and Reading railroad company. The details of the former companies are, therefore, included in the report of the Philadelphia and Reading railroad company, as also those of the Port Kennedy railroad, which is worked as part of the Philadelphia and Reading railroad.

Yours truly,

JOHN WELCH,
Treasurer Phila. and Reading R. R. Branches.

(No. 60.)

LYKENS VALLEY.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared George E. Hoffman, president of the Lykens Valley railroad and coal company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) GEO. E. HOFFMAN, *President.*

Sworn and subscribed before me, this }
8th day of February, 1872. }

H. TUNISON, *Notary Public.*

STATE OF NEW YORK, }
New York County, } ss :

Personally appeared before me, Frederick A. Platt, treasurer of the Lykens Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) F. A. PLATT, *Treasurer.*

Sworn and subscribed before me, this }
7th day of February, A. D. 1872. }

EDWIN F. COREY, JR.,
Com. for Penna. in New York.

STOCK AND DEBT.

Capital stock as authorized by law	\$800,000 00
Amount of stock subscribed.....	600,000 00
Amount paid in as by last report.....	600,000 00
Total amount now paid in of capital stock.....	600,000 00
Funded debt, as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity,).....	None.
2d mortgage bonds, (date of maturity,)	None.
3d mortgage bonds, (date of maturity,)	None.

Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	None.
Date and rate per cent. per annum of dividend or dividends: 10 per cent. in cash, payable quar- terly, and extra dividend of 1½ per cent.	
Number of shares of stock issued	30,000
Par value of each share.....	\$20 00
Average market value during the year	Par.
Amount paid in on each share	\$20 00
Amount of capital on which the respective divi- dends were declared.....	600,000 00

COST OF ROAD AND EQUIPMENT.

Refer to Summit Branch railroad company, lessees.

RECEIPTS.

The Lykens Valley railroad has been leased to the Summit Branch railroad company, for \$62,500 a year, and all taxes and assessments, except the United States income tax.....		\$62,500 00
Interest received		839 21
Total.....		63,339 21

Summary of payments :

Dividends	\$69,000 00
Miscellaneous	1,365 25
United States taxes.....	975 00

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. H. Grant.....	New York.
George Dayton.....	Peekskill, N. Y.
E. H. Owen.....	New York.
W. A. Falls.....	New York.
A. M. Lawrence.....	New York.
F. A. Platt.....	New York.
W. L. Cogswell.....	New York.
George E. Hoffman, President.....	Philadelphia.
F. A. Platt, Secretary and Treasurer	13 William street, N. Y.

(No. 61.)

MIFFLIN AND CENTRE COUNTY.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared J. Edgar Thomson, president, and Albert Hewson, treasurer, of the Mifflin and Centre County railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*
 ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this }
 23d day of January, 1872. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	68,400 00
Amount paid in is by last report	65,426 00
Total amount now paid in of capital stock	65,526 00
Funded debt, as per last report	188,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, August 1, 1897,)	188,500 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amonnt now of floating and funded debt ...	188,500 00
Rate per cent. per annum of interest on funded debt, 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends	No dividends.
Number of shares of stock issued	1,306
Par value of each share	\$50 00

Average market value during the year.....	Not informed.
Amount paid in on each share issued.....	\$50 00
Amount of capital on which the respective dividends were declared	<u>No dividends.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$254,115 32</u>	<u>\$247,015 32</u>

No equipment owned by Mifflin and Centre County R. R. Co.; furnished by Pennsylvania R. R. Co., lessee.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lewistown to Milroy.....	12½ miles.
Length of main line of road laid.....	12½ "
Length of main line of road laid in Pennsylvania,	12½ "
Length of double track of road	None.
Length of sidings	2½ ¹⁵ / ₂₈₀ miles.
Gauge of road	4 feet 9 in.
Weight of rail per yard on main track, 45 and 56 pounds.	
Branch roads owned by the company.....	None.
Number of engine houses and shops.....	2.
Number of engines, first-class passenger cars, baggage, mail, express, freight and coal cars: Equipment furnished by P. R. R. Co., lessee.	
Number of iron bridges	None.
Number of wooden bridges.....	16.
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road, passenger and freight combined, 2; freight, 1.	
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of roadway	\$3,000.
Number of tunnels	None.

How is track laid and on what foundation? Wooden cross-ties and stone ballast.

Length in miles laid with steel rail None.

The Mifflin and Centre County railroad is leased to and operated and maintained by the Pennsylvania railroad company, and we respectfully refer to that company for details respecting operation and maintenance of the road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia, Pa.
Joseph B. Myers	Philadelphia, Pa.
Josiah Bacon	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
Wistar Morris	Philadelphia, Pa.
John M. Kennedy	Philadelphia, Pa.
Herman J. Lombaert.....	Philadelphia, Pa.
George B. Roberts.....	Philadelphia, Pa.
James H. Mann	Philadelphia, Pa.
Samuel M'Clay	Philadelphia, Pa.
George W. Elder.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Samuel T. Bodine.....	Philadelphia, Pa.
J. Edgar Thomson, President.....	Philadelphia.
Albert Hewson, Secretary and Treasurer.....	Philadelphia.

(No. 62.)

MILL CREEK AND MINE HILL.

[For the financial year ending November 1, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared P. C. Hollis, treasurer of the Mill Creek and Mine Hill navigation and railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed)

P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of December, 1871. }

B. F. HORAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$323,375 00
Amount of stock subscribed	323,375 00
Amount paid in as by last report	323,375 00
Total amount now paid in of capital stock	323,375 00
Funded debt, as per last report	None.
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity,)	None.
2d mortgage bonds, (date of maturity,)	None.
3d mortgage bonds, (date of maturity,)	None.
Floating debt as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	None.
Rate per cent. per annum of interest on funded debt,	None.
Date and rate per cent. per annum of dividend or dividends: Cash, Jan. and July, 1871, 10 per cent.	
Number of shares of stock issued	12,935
Par value of each share	\$25 00
Average market value during the year	No sales.

Amount paid in on each share	\$25 00
Amount of capital on which the respective dividends were declared.....	<u><u>323,375 00</u></u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u><u>\$323,375 00</u></u>	<u><u>\$323,375 00</u></u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Palo Alto to New Castle.....	$3\frac{7.8}{100}$ miles.
Length of main line of road laid	$3\frac{7.8}{100}$ “
Length of main line of road laid in Pennsylvania,	$3\frac{7.8}{100}$ “
Length of double track of road.....	$3\frac{7.8}{100}$ “
Length of sidings	$9\frac{1.2}{100}$ “
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	64 pounds.
Branch roads owned by the company, and their length, viz: Length of branches.....	<u><u>$8\frac{2}{100}$ miles.</u></u>

This road is leased for nine hundred and ninety-nine years to the Philadelphia and Reading railroad, and worked as one of their branches. The income is derived from the rental exclusively, and yields dividends of 10 (ten) per cent. per annum, or 5 per cent., January and July.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Franklin B. Gowen.....	Philadelphia.
Rob. B. Cabeen.....	Philadelphía.
A. E. Borie.....	Philadelphia.
H. P. M'Kean	Philadelphia.
Geo. F. Tyler.....	Philadelphia.
A. Hewson, M. D.....	Philadelphia.
John Tucker, President.....	Philadelphia.
P. C. Hollis, Secretary and Treasurer	Philadelphia.

(No. 63.)

MINE HILL AND SCHUYLKILL HAVEN.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John C. Cresson, president, and Samuel Mason, treasurer, of the Mine Hill and Schuylkill Haven railroad company, and in due form of law affirmed, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JNO. C. CRESSON, *President.*
 SAMUEL MASON, *Treasurer.*

Affirmed and subscribed before me, this }
 20th day of January, 1872. }

C. H. WILLIAMSON, *Notary Public.*

The road was rented, in 1864, for 999 years, to the Philadelphia and Reading railroad, who have attended to the receipt and payment of all charges for tolls and transportation, and for keeping the road in order. All questions not answered in the return now made will be answered by the Philadelphia and Reading railroad company.

STOCK AND DEBT.

Capital stock as authorized by law, 78,112 shares, at par	\$3,905,600 00
Amount of stock subscribed	Same.
Amount paid in as by last report	Same.
Total amount now paid in of capital stock	Same.
Funded debt, as per last report	None.
The amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	None.

Date and rate per cent. per annum of dividend or dividends: Cash, January, 1871, 4 per cent., \$156,224 00 ; July, 1871, 3½ per cent., \$136,696 00...	\$292,920 00
Number of shares of stock issued.....	78,112
Par value of each share.....	\$50 00
Average market value during the year, about.....	52 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	Given above.

COST OF ROAD AND EQUIPMENT.

Construction and equipment: The cost of road and equipment is represented by the amount stated of capital stock, all expended and no existing debt, \$3,905,600 00

CHARACTERISTICS OF ROAD.

Length of main line of road, length of double track and sidings: Various changes in these particulars have been made by the Philadelphia and Reading railroad company, who have the whole road and branches, as they now stand, under their management, and will answer all these questions.

Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track, about.....	62 pounds.
Value of real estate held by the company, exclusive of road way, per ledger account.....	<u>\$76,498 20</u>

Summary of payments :

Dividends: December, 1870, for January, 1871, \$156,224 00 ; December, 1870, for July, 1871, \$136,696 00.....	\$292,920 00
State taxes, 5 per cent. on above amount	<u>14,646 00</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Mason.....	Philadelphia.
John Livezey	Philadelphia.
M. L. Dawson	Philadelphia.
A. J. Derbyshire	Philadelphia.
Frederic Fraley	Philadelphia.
James H. Cresson.....	Philadelphia.
Charles H. Hutchinson.....	Philadelphia.
Morris Harker	Philadelphia.
John W. Biddle.....	Philadelphia.
Samuel M. Bines	Philadelphia.
John C. Cresson.....	President.
William Biddle.....	Secretary.
Samuel Mason.....	Treasurer.

(No. 61.)

MOUNT CARBON.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared John R. White, president, and William Robinson, Jr., treasurer, of the Mount Carbon railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. R. WHITE, *President.*

WILLIAM ROBINSON, JR., *Treasurer.*

Sworn and subscribed before me, this }

29th day of January, 1872. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed	200,000 00
Amount paid in as by last report	200,000 00
Total amount now paid in of capital stock	200,000 00
Funded debt, as per last report	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Date and rate per cent. per annum, of dividend or dividends: Stock, none; cash, Jan., 3 per cent., July, 4 per cent.; 7 per cent. aggregate.	
Number of shares of stock issued	4,000
Par value of each share	\$50 00
Average market value during the year	No sales.
Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>200,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$203,259 58</u>	<u>\$203,259 58</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mount Carbon to Mine Hill.....	7 miles.
Length of main line of road laid.....	7 "
Length of main line of road laid in Pennsylvania.....	7 "
Length of double track of road.....	4 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company, and their length.....	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Road worked by the Philadelphia and Reading railroad company, under contract as to tolls. Tonnage accounted to as way, 700,632 tons of 2,240 lbs., equal to 784,708 tons of 2,000 lbs.

RECEIPTS.

Total.....	<u>\$15,224 75</u>
<i>Summary of payments:</i>	
For dividends.....	\$14,000 00
For State taxes.....	700 00
For United States taxes.....	100 88
Total.....	<u>14,800 88</u>
Total amount of surplus fund.....	<u>\$6,009 31</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post-office address.
Franklin B. Gowen.....	Philadelphia.
George H. Boker.....	Constantinople.
George E. Hoffman.....	Philadelphia.
H. Pratt M'Kean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
William W. White.....	Philadelphia.
John R. White, President.....	316 Walnut street, Philadelphia.
Wm. Robinson, Jr., Secretary and Treasurer.....	316 Walnut street, Philadelphia.

(No. 65.)

MOUNT CARBON AND PORT CARBON.

[For the financial year ending November 1, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared P. C. Hollis, treasurer of the Mount Carbon and Port Carbon railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of December, 1871. }

B. F. HORAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$282,350 00
Amount of stock subscribed.....	282,350 00
Amount paid in as by last report	282,350 00
Total amount now paid in of capital stock.....	282,350 00
Funded debt, as per last report	None.
The amount now of funded debt, (classified and date of maturity,) as follows	None.
Floating debt, as by last report.....	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt....	None.
Rate per cent. per annum of interest on funded debt	None.
Date and rate per cent. per annum of dividend or dividends: cash, January and July, 1871.....	12 per cent.
Number of shares of stock issued.....	5,647
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share	\$50 00
Amount of capital on which the respective divi- dends were declared	282,350 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$282,815 45	\$282,815 45
Equipment	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mount Carbon to Port Carbon.....	2 $\frac{5}{10}$ miles.
Length of main line of road laid	2 $\frac{5}{10}$ "
Length of main line of road laid in Pennsylvania..	2 $\frac{5}{10}$ "
Length of double track of road.....	2 $\frac{5}{10}$ "
Length of sidings.....	9 $\frac{6}{10}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	64 pounds.

This road is leased to the Philadelphia and Reading railroad company, and is worked as a branch of that road, said company paying a stipulated annual rental, out of which dividends are paid, at the rate of 12 per cent. per annum.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Franklin B. Gowen.....	Philadelphia.
Rob. B. Cabeen	Philadelphia.
A. E. Borie.....	Philadelphia.
H. Pratt M'Kean.....	Philadelphia.
George F. Tyler.....	Philadelphia.
A. Hewson, M. D.....	Philadelphia.
John Tucker, President.....	Philadelphia.
P. C. Hollis, Secretary and Treasurer.....	Philadelphia.

(No. 66.)

MOUNT PLEASANT AND BROAD FORD.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
Westmoreland County, } ss :

Personally appeared A. O. Tinstman, president, and C. S. Overholt, treasurer, of the Mount Pleasant and Broad Ford railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. O. TINSTMAN, *President.*
 C. S. OVERHOLT, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of February, 1872. }

DAVID KEISTER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$600,000 00
Amount of stock subscribed.....	117,750 00
Amount paid in as by last report.....	No report.
Total amount now paid in of capital stock.....	111,150 00
Funded debt as per last report.....	No report.
The amount now of funded debt	None.
Floating debt as by last report.....	No report.
The amount now of floating debt.....	\$43,173 02
Rate per cent. per annum of interest on funded debt,	None.
Date and rate per cent. per annum of dividend or dividends—stock and cash.....	None.
Number of shares of stock issued.....	1,605
Par value of each share	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share: All on part, and part on all.	
Amount of capital on which the respective dividends were declared.....	No dividends.

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$154,323 02
Equipment.....	Nothing.
Total cost.....	<u>154,323 02</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mount Pleasant to Broad Ford.....	9 $\frac{6}{10}$ miles.
Length of main line of road laid.....	9 $\frac{6}{10}$ “
Length of main line of road laid in Pennsylvania..	9 $\frac{6}{10}$ “
Length of double track of road.....	None.
Length of sidings, from 2,000 to 3,000 feet.	
Gauge of road	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track, 45 and 56 pounds.	
Branch roads owned by the company.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	None.
Number of engines	None.
Number of first class passenger cars	None.
Number of baggage, mail and express cars.....	None.
Number of freight cars.....	None.
Number of coal cars.....	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, can't tell,).....	16
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road: Passenger, 10; freight, 10	10
Number of wood and water stations on main road,	None.
Value of real estate held by the company, exclusive of road way.....	None.
Number of tunnels	None.
How is track laid, and on what foundation? On cross-ties, bedded in broken stone.	
Length in miles laid with steel rail	<u>None.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Leased to the Pittsburg and Connellsville railroad company ;
they must answer all questions not answered by us.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, from organization to October 31, 1871	\$111,150 00
From sale of bonds	None.
From other sources	None.
Total	<u>111,150 00</u>

Summary of payments:

For construction and equipment	<u>\$111,150 00</u>
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. P. Markle.....	West Newton, Pa.
Israel Painter.....	West Newton, Pa.
W. O. Hughart.....	Pittsburg, Pa.
C. S. Overholt	Mt. Pleasant, Pa.
Daniel Shupe	Mt. Pleasant, Pa.
James Neel.	Mt. Pleasant, Pa.
J. B. Jordan.....	Mt. Pleasant, Pa.
J. O. Tinstman.....	West Overton, Pa.
B. F. Overholt.....	West Overton, Pa.
Joseph R. Stauffer.....	West Overton, Pa.
S. Keister	Broad Ford, Pa.
M. O. Tinstman	Broad Ford, Pa.
A. O. Tinstman, President.....	Broad Ford, Pa.
H. Clay Frick, Secretary	Broad Ford, Pa.
C. S. Overholt, Treasurer.....	Mt. Pleasant, Pa.

(No. 67.)

MUNCY CREEK.

STATE OF PENNSYLVANIA, }
Lycoming County, } ss:

Personally appeared H. R. Merhling, superintendent, and James K. Boak, treasurer, of the Muncy Creek railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) H. R. MERHLING, *Superintendent.*

JAMES K. BOAK, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1872. }

JOHN A. SWARTZ, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	60,000 00
Total amount now paid in of capital stock	52,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1891,)....	100,000 00
Number of shares of stock issued.....	1,200
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Halls to coal fields.....	48 miles.
Length of main line of road laid, from Halls to Hughesville	5 $\frac{3}{4}$ "
Length of main line of road laid in Pennsylvania..	5 $\frac{3}{4}$ "
Length of double track of road	1 "
Length of sidings	600 feet.
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.

Weight of rail per yard on main track.....	40 pounds.
Number of engine houses and shops.....	1
Number of engines	1
Number of wooden bridges, (total length in feet, 105,)	3
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way : 3,000 acres of coal and timber lands.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Weight of freight engines	48,000 lbs.
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RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From sale of bonds.....	\$64,000 00
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What transportation or freight companies run on your road, and on what terms? Catawissa railroad company send their cars over our road, at four mills per mile per ton.

The Muncy Creek railway company has got about 14 miles of their road graded, and 5¼ miles of iron laid, but not yet in good condition to freight over. The company expect in a few days to have their 5¼ miles in good condition for freighting, and are therefore not in condition to make out a report in full at present.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Michael Steck	Hughesville, Pa.
De Witt Bodine.....	Hughesville, Pa.
B. Morris Ellis.....	Hughesville, Pa.
Henry E. Warner.....	Pennsville, Pa.
Jas. Taylor.....	Muncy Bottom, Pa.
Michael Meylert, President.....	Laporte, Pa.
E. Livingston Laird, Secretary.....	Hughesville, Pa.
Jas. K. Boak, Treasurer.....	Hughesville, Pa.

(No. 68.)

NESQUEHONING VALLEY.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS:

Personally appeared J. B. Moorhead, president, and F. Mitchell, treasurer, of the Nesquehoning Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. B. MOORHEAD, *President.*
 F. MITCHELL, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of February, 1872. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,000,000 00
Amount of stock subscribed	1,250,000 00
Amount paid in as by last report.....	1,000,000 00
Total amount now paid in of capital stock.....	1,250,000 00
Number of shares of stock issued.....	25,000
Par value of each share	\$50 00
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT

	By last report.	By present report.
Construction	\$1,004,624 25	\$1,152,968 23

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mauch Chunk to Tamanehd	16½ miles.
Length of main line of road laid	16½ "
Length of main line of road laid in Pennsylvania..	16½ "

Length of double track of road.....	None.
Length of sidings	2 $\frac{3}{4}$ miles.
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	60 pounds.
Branch roads owned by the company, and their length, viz: Branch into Panther Creek valley, one mile long.	
Number of engine houses and shops.....	None.
Number of engines, first class passenger, baggage, mail, express, freight and coal cars	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,532,).....	12
Number of stone bridges.....	None.
Number of railroads crossed	None.
Number of wood and water stations on main road,	4
Number of stations on main road	12
Number of tunnels, (length of it, 3,800 feet,).....	1
How is track laid and on what foundation? Ord- inary track on ballast.	
Length in miles laid with steel rail.....	None.

This road was operated by the Lehigh coal and navigation company, (under a lease of 999 years,) until April 1, 1871, when the lease of the main line was transferred to the Central railroad company of New Jersey.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George Whitney.....	Philadelphia.
W. G. Moorhead.....	Philadelphia.
J. V. Williamson	Philadelphia.
F. R. Cope.....	Philadelphia.
M. Baird.....	Philadelphia.
E. W. Clark	Philadelphia.
Charles Wheeler ..	Philadelphia.
G. F. Taylor	Philadelphia.
F. Hazard.....	Mauch Chunk.
J. P. Ilsley	Philadelphia.
P. C. Garrett.....	Philadelphia.
A. J. Derbyshire	Philadelphia.
J. B. Moreland, President	Philadelphia.
F. Mitchell, Secretary and Treasurer.....	Philadelphia.

(No. 69.)

NEW CASTLE AND BEAVER VALLEY.

[For the financial year ending October 1, 1871.]

STATE OF PENNSYLVANIA, }
Lawrence County, } ss:

Personally appeared A. L. Crawford, president, and J. A. Crawford, treasurer, of the New Castle and Beaver Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

A. L. CRAWFORD, *President.*J. A. CRAWFORD, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of November, 1871. }

A. L. HAZEN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$700,000 00
Amount of stock subscribed	700,000 00
Amount paid in as by last report.....	605,000 00
Total amount now paid in of capital stock.....	605,000 00
Funded debt, as per last report.....	93,300 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity,).....	88,300 00
2d mortgage bonds, (date of maturity,).....	None.
3d mortgage bonds, (date of maturity,).....	None.
Floating debt, as by last report	2,000 00
The amount now of floating debt.....	2,000 00
Total amount now of floating and funded debt....	90,300 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, $7\frac{1}{2}$ per cent.	
Date and rate per cent. per annum of dividend or dividends: Cash, December, $3\frac{1}{2}$; April, $2\frac{1}{2}$; July $2\frac{1}{2}$; October, $2\frac{1}{2}$.	
Number of shares of stock issued.....	12,000

Par value of each share.....	\$50 00
Average market value during the year.....	50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>600,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$730,249 17</u>	<u>\$731,885 64</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from New Castle to Homewood	14.92 miles.
Length of main line of road laid.....	14.92 "
Length of main line of road laid in Pennsylvania..	14.92 "
Length of double track of road	None.
Length of sidings.....	2 $\frac{5}{8}$ miles.
Gauge of road.....	4 ft. 10 in.
Weight of rail per yard on main track.....	56 lbs.
Branch roads owned by the company, and their length, viz:	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops	None.
Number of engines	None.
Number of first class passenger cars, (average cost of each,).....	None.
Number of baggage, mail and express cars, (average cost of each,).....	None.
Number of freight cars, (average cost of each,).....	None.
Number of coal cars, (average cost of each,).....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 1,070,).....	6
Number of stone bridges, (total length in feet, 50,).....	2
Number of railroads crossed.....	None.
Number of stations on main road.....	7
Number of water stations on main road.....	3

Value of real estate held by the company, exclusive of road way.....	None.
Number of tunnels.....	None.
How is track laid, and on what foundation? Oak cross-ties and gravel ballast.	
Length in miles laid with steel rails.....	None.

This road having been leased to the Pittsburg, Fort Wayne and Chicago railroad company, for ninety-nine years, and by them sub-leased to the Pennsylvania railroad company, we would refer to their report for answer to the following interrogatories.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. L. Crawford	New Castle, Pa.
William Patterson.....	New Castle, Pa.
R. W. Cunningham.....	New Castle, Pa.
G. W. Crawford.....	New Castle, Pa.
W. L. Scott.....	Erie, Pa.
G. W. Cass.....	Pittsburg, Pa.
William Harbaugh.....	Pittsburg, Pa.
A. L. Crawford, President.....	New Castle, Pa.
J. A. Crawford, Secretary and Treasurer.....	New Castle, Pa.

(No. 70.)

NEWRY.

* [For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
 Blair County, } ss:

Personally appeared Joseph Fichtner, president, and Jonathan Conrad, treasurer, of the Newry railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOSEPH FICHTNER, *President.*
 JON'A CONRAD, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of December, 1871. }

JAMES CONRAD, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law, with power to increase	\$15,000 00
Amount of stock subscribed, about.....	11,650 00
Amount paid in as by last report.....	11,025 00
Total amount now paid in of capital stock	11,150 00
Floating debt, as by last report.....	11,258 00
The amount now of floating debt, about.....	10,778 99
Total amount now of floating and funded debt....	10,778 99
Number of shares of stock issued, about.....	446
Par value of each share.....	\$25 00
Average market value during the year: Stock not in market.	
Amount paid in on each share.....	25 00
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

By last report. By present report.

Construction, grading, tressel work, estimated cost.....	\$12,283 00	\$12,283 00
Superstructure by Penn'a R. R. Co.,	*10,000 00	10,374 31
Total cost	<u>22,283 00</u>	<u>22,657 31</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Newry siding, on the Allegheny Portage railroad, to Newry.....	1 $\frac{1}{10}$ miles.
Length of main line of road laid.....	1 $\frac{1}{10}$ "
Length of main line of road laid in Pennsylvania,	1 $\frac{1}{10}$ "
Length of double track of road.....	None.
Length of sidings, about.....	878 feet.
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track, about.....	45 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops: 1 engine house.	
Number of engines	None.
Number of first class passenger, baggage, mail, ex- press, freight and coal cars	None.
Number of iron bridges	None.
Number of wooden bridges: No regular bridge, but a short tressel work.	
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road, passenger and freight	1
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclu- sive of road way, about	\$400

* Not having the proper statistics at hand in making out the last year's report, I made an error in the cost of superstructure of \$374 31, which is corrected in this report.

Number of tunnels	None.
How is track laid, and on what foundation? On cross-ties, resting on broken stone ballast.	
Length in miles laid with steel rail	None.

RECEIPTS ON CONSTRUCTION ACCOUNT DURING THE YEAR.

From stockholders, by assessment and otherwise, about.....	\$1,045 00
From sale of bonds	None.
Total.....	1,045 00

The Pennsylvania railroad company put the superstructure on our road bed, for the cost of which we gave them a mortgage, and then they leased the road from us, and all the net proceeds of the road, if there be any, are credited on the said mortgage.

As we are not operating the road, but have, as already intimated, leased it to the Pennsylvania railroad company, we have not the statistics to enable us intelligently to answer your interrogatories as per blank form, with regard to the number of miles run, the amount of freight, (in tons,) the rate per ton per mile, &c., but the foregoing report is as complete and as nearly correct as we can make it.

Very sincerely,

JOSEPH FICHTNER,

President Newry R. R. Co.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Francis M'Coy.....	Newry, Blair county, Pa.
Alexander Knox.....	Newry, Blair county, Pa.
Henry M'Intosh.....	Newry, Blair county, Pa.
Adam Hoover.....	Newry, Blair county, Pa.
Alex. Rhodes.....	Newry, Blair county, Pa.
Jonathan Conrad.....	Newry, Blair county, Pa.
John Hoover.....	Newry, Blair county, Pa.
Daniel M. Bare.....	Roaring Spring, Blair county, Pa.
John Morrison.....	Roaring Spring, Blair county, Pa.
William H. Brooke.....	East Freedom, Blair county, Pa.
William Forbes.....	Altoona, Blair county, Pa.
William Smith.....	Duncansville, Blair county, Pa.
Joseph Fichtner, President.....	Newry, Blair county, Pa.
Alexander Knox, Secretary.....	Newry, Blair county, Pa.
Jonathan Conrad, Treasurer.....	Newry, Blair county, Pa.

(No. 71.)

NORTHERN CENTRAL.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Dauphin County, } ss :

Personally appeared J. D. Cameron, president of the Northern Central railway company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) J. D. CAMERON, *President.*

Sworn and subscribed before me, this }
 8th day of February, 1872. }

D. A. KEPNER, *Alderman.*

STATE OF MARYLAND, }
Baltimore City, } ss :

Personally appeared J. S. Leib, treasurer of the Northern Central railway company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }
 6th day of February, 1872. }

WM. H. BAYZAND, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$8,000,000 00
Amount of stock subscribed	5,601,700 00
Amount paid in as by last report.....	5,000,000 00
Total amount now paid in of capital stock	5,601,700 00
Funded debt, as per last report	7,495,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	

3d mortgage 6 per cent. coupon bonds of York and Cumberland R. R. Co., guaranteed by city of Baltimore, due January 1, 1877	\$500,000 00
2d mortgage 6 per cent. coupon bonds of Northern Central railway com- pany, due July 1, 1885	2,500,000 00
3d mortgage 6 per cent. coupon bonds of Northern Central railway com- pany, due April 1, 1900.....	1,223,000 00
	<hr/>
	4,223,000 00
Deduct amount in sinking funds,	863,397 91
	<hr/>
	3,359,602 09
1st mortgage 6 per cent. loan of Northern Central railway com- pany, from State of Maryland, annuity \$90,000 per annum, irre- deemable	1,500,000 00
2d mortgage consolidated 6 per cent. gold bonds of Northern Central railway company, due July 1, 1900.....	2,298,000 00
Income convertible 7 per cent. cou- pon bonds of Northern Central railway company, due April 1, 1880.....	561,000 00
	<hr/>
	\$7,718,602 09
Floating debt, as by last report	606,084 27
The amount now of floating debt.....	218,725 74
Total amount now of floating and funded debt ...	7,937,327 83
Rate per cent. per annum of interest on funded debt,	See above.
Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, May and Novem- ber, 3 per cent. each.	
Number of shares of stock issued	112,034
Par value of each share	\$50 00
Average market value during the year.....	Unknown.

Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared: May, \$5,590,350 00; November, \$5,601,600 00.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$11,080,648 10	\$11,484,745 25
Equipment	3,016,449 42	3,049,719 41
Total cost.....	14,097,097 52	14,534,464 66

CHARACTERISTICS OF ROAD.

Length of main line of road, from Baltimore to Sunbury.....	138 miles.
Length of main line of road laid.....	138 "
Length of main line of road laid in Pennsylvania,	102 "
Length of double track of road.....	78 "
Length of sidings	50½ "
Gauge of road	4 feet 9 in.
Weight of rail per yard on main track	64 pounds.
Roads worked or leased by the company, viz: Shamokin Valley and Pottsville railroad, Elmira and Williamsport railroad, Elmira, Jefferson and Canandaigua railroad.	
Number of engine houses and shops	3
Number of engines	131
Number of first class passenger cars.....	68
Number of baggage, mail and express cars.....	38
Number of freight cars.....	1,985
Number of coal cars	3,377
Number of iron bridges	35
Number of wooden bridges.....	121
Number of stone bridges	28
Number of railroads crossed.....	5
Number of stations on main road.....	56
Number of wood and water stations on main road,	21

Number of tunnels, (length in feet, 300,).....	1
How is track laid, and on what foundation? Stone ballast, cross-ties.	
Length in miles laid with steel rail	8

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	545,908
Number of miles run by freight and coal trains...	1,321,983
Number of through passengers for the year on main road	18,066
Number of passengers (all classes) carried in cars..	738,732
Number of tons of 2,000 pounds of through freight for the year on main road	240,876
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,964,013
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops.....	30
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	59,000 pounds.
Weight of freight engines.....	63,000 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	50,475	July, 1871.....	74,691
February, 1871.....	42,338	August, 1871.....	78,331
March, 1871.....	56,502	September, 1871.....	71,094
April, 1871.....	60,611	October, 1871.....	73,384
May, 1871.....	59,584	November, 1871.....	51,130
June, 1871.....	67,324	December, 1871.....	53,238

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal...	881,908	Agricultural products.....	231,274
Petroleum and other oils.....	78,556	Merchandise and manufactures..	241,116
Pig iron.....	40,861	Live stock.....	16,425
Railroad iron.....	18,366	Lumber.....	208,207
Other iron or castings	24,460	Other articles.....	62,853
Iron and other ores.....	96,397		
Stone and lime.....	63,590		
			<u>1,964,013</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings.....	\$394,632 06	\$118,389 61	\$276,242 45
Taxes on real estate	2,492 11	747 63	1,744 48
Total	397,124 17	119,137 24	277,986 93
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$141,627 52	\$12,488 25	\$129,139 27
Repairs of passenger and baggage cars.....	71,269 42	71,269 42	.....
Repairs of freight cars	264,318 53	.....	264,318 53
Repairs of tools and machinery in shops	14,550 13	4,365 03	10,185 10
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	70,485 65	21,145 69	49,339 96
Total	562,251 25	109,268 39	452,982 86
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$70,739 21	\$26,808 93	\$43,930 28
Agents and clerks	65,835 16	14,339 17	51,495 99
Labor—loading and unloading freight.....	18,983 87	.....	18,983 87
Porters, watchmen and switch-tenders.....	18,375 32	5,512 59	12,862 73
Car cleaning and inspecting, furniture and fixtures	44,314 91	12,573 90	31,741 01
Wood and water station attendance.....	8,089 48	2,426 84	5,662 64
Conductors, baggage masters and brakemen.....	161,869 38	44,261 88	117,607 50
Engineers and firemen.....	122,262 14	29,216 95	93,045 19
Fuel and cost of preparing for use.....	235,984 07	70,785 22	165,198 85
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	20,419 44	6,125 83	14,293 61
Telegraph, mail and station expenses	25,285 01	7,483 71	17,801 30
Loss and damage of goods and baggage.....	6,284 39	6,284 39	.....
Use of freight cars	6,934 42	.....	6,934 42
Shoveling snow	3,526 58	1,057 97	2,468 61
Damage to property, including damage by fire and cattle killed on road.....	17,945 76	.....	17,945 76
General superintendence.....	13,774 80	4,141 50	9,633 30
Contingencies	165,121 55	49,536 46	115,585 09
Total	1,003,775 49	277,555 34	728,220 15

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	\$601,700 00
Sale of bonds.....	365,000 00
Total.....	<u>966,700 00</u>

RECEIPTS FOR THE YEAR ENDING DECEMBER 31, 1871.

Passengers.....	\$588,404 98
Freight.....	2,065,085 58
Mail and express.....	96,177 03
Miscellaneous.....	226,378 85
Total.....	<u>2,976,046 44</u>

Summary of payments :

For construction and equipment.....	\$437,367 14
Maintaining the road, &c.—repairs of machinery and operating the road.....	1,965,150 91
Dividends.....	335,758 50
Interest, &c.....	623,273 28
Miscellaneous.....	141,897 91
State and United States taxes.....	20,177 12
Total.....	<u>3,523,624 86</u>
Total amount of surplus fund.....	<u>\$995,436 83</u>

ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	1
Employees.....	5	10
Others.....	4	4
Total.....	<u>9</u>	<u>15</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

January 11. Thomas Davis, freight brakeman, had his knee hurt and sustained internal injuries by the breaking of an axle at York Haven.

February 6. Miss Margaret Brown was standing too close to track at Shrewsbury ; was struck by train, and cut and bruised severely.

February 10. Samuel Weaver, individual car brakeman, fell off train at York and was run over, and injured so badly that he died soon after.

February 22. George W. Friend was thrown off train by axle breaking, south of Selinsgrove ; received some cuts and bruises.

April 20. James A. Wheeland, freight brakeman, fell off top of a car between Liverpool and Millersburg ; jaw broken, and severely cut and bruised.

May 9. Jacob Lehr was caught between cars at York ; collar-bone broken.

May 25. Josiah Dick, brakeman, was caught between cars at Marysville and had his right arm severely bruised.

June 7. Richard M. Williams, freight brakeman, tried to cross track at Goldsboro', in front of a passenger train, and was struck and killed.

July 7. Henry Miller, child, seven or eight years old, tried to get on a coal train while in motion at York, and fell under cars and had both feet cut off ; recovered.

August 10. Mitchell M. Miller, brakeman, had three fingers of right hand mashed while coupling cars at Marysville.

August 17. John Stinger was riding on some cars which were being shifted at York, attempted to jump off, and fell under cars ; injured fatally.

August 21. George Albert, insane man, threw himself under a train at Bodine's, and was killed.

August 23. Henry Shew, flagman, was thrown off caboose at Seitzland by the breaking of a chain ; head cut, and ribs broken ; recovered.

August 27. Theo. Matthews, freight brakeman, had his foot badly mashed, at York Haven, by being caught between the cars.

September 9. William McCann was under a car cleaning trucks, with no signal out; cars were backed up, and caught him; leg broken in two places, and otherwise severely injured; recovered.

October 23. J. F. Ziegler, freight conductor, stepped off caboose on track at Ralston and was struck by a passing train; killed.

October 28. James P. Bogar attempted to get on a freight train at Selinsgrove; fell under the cars and was killed.

November 4. Lewis Glatfelter, brakeman, had his left hand injured by letting it rest on bumper while coupling at Bridgeport.

November 13. Thomas M'Guire, marble cutter, was struck by Western express north, at Glen Rock, and killed.

November 13. John Pinkerton, laborer, fell under construction train, was run over and killed, at York.

November 21. Jacob Clopper, stealing passage on freight train, fell off and was run over; one of his legs amputated by surgeon.

December 1. John Hoffman, brakeman, was caught between cars at Summit No. 1, and badly injured; died soon after.

December 9. Levi Williams, freight fireman, was run over by yard engine, at York, and killed.

December 9. Patrick Shields, brakeman, was jerked off train at Summit No. 2, and falling on track, sustained some severe cuts and bruises.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Colder	Harrisburg.
A. E. Kapp	Northumberland.
George Small	Baltimore.
Ed. C. Biddle	Philadelphia.
John M. Kennedy	Philadelphia.
B. F. Newcomer	Baltimore.
Henry Welsh	York.
Thomas A. Scott	Philadelphia.
Jacob P. Jones	Philadelphia.
Wistar Morris	Philadelphia.
S. M. Shoemaker	Baltimore.
Edmund Smith	Philadelphia.
J. D. Cameron, President	Harrisburg, Pa.
Robert S. Hollins, Secretary	Baltimore, Md.
John S. Leib, Treasurer	Baltimore, Md.
A. R. Fiske, General Superintendent	Harrisburg, Pa.

(No. 72.)

NORTH PENNSYLVANIA.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin A. Comly, president, and William Wister, treasurer, of the North Pennsylvania railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) F. A. COMLY, *President.*
 WILLIAM WISTER, *Treasurer.*

Affirmed and subscribed before me, this }
 30th day of December, 1871. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, with privilege of increasing.....	\$1,500,000 00
Amount of stock subscribed	3,150,000 00
Amount paid in as by last report.....	3,150,000 00
Total amount now of capital stock.....	3,302,600 00
Funded debt, as per last report	3,862,887 50
The amount now of funded debt, (classified and date of maturity.) as follows :	
1st mortgage bonds, (date of maturity, January 1, 1885,).....	\$2,225,000 00
2d mortgage bonds, (date of maturity, April 1, 1877,)	360,000 00
3d mortgage bonds, (date of maturity, May 1, 1896,).....	1,358,500 00
	<hr/>
	3,943,500 00
Floating debt as by last report.....	90,000 00
The amount now of floating debt	125,538 72
Total amount now floating and funded debt.....	4,069,038 72

Rate per cent. per annum of interest on funded debt: 1st mortgage, 6; 2d mortgage, 10; 3d mortgage, 7.

Date and rate per cent. per annum of dividend or dividends; 1 scrip dividend of 5 per cent.

Number of shares of stock issued	66,052
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>3,150,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$6,179,545 54	\$6,815,642 92
Equipment.....	1,079,315 75	1,166,187 10
Total cost	<u>7,258,861 29</u>	<u>7,981,830 02</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Bethlehem	55 $\frac{6}{10}$ miles.
Length of main line of road laid.....	55 $\frac{6}{10}$ "
Length of main line of road laid in Pennsylvania,	55 $\frac{6}{10}$ "
Length of double track of road	21 $\frac{7}{10}$ "
Length of sidings.....	20 $\frac{5}{10}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	64, 60 & 56 lbs.
Branch roads owned by the company, and their length, viz: (1 $\frac{8}{10}$ and 10 $\frac{3}{10}$ miles,)	2
Roads worked or leased by the company	None.
Number of engine houses and shops.....	7
Number of engines	37
Numer of first class passenger cars, (average cost of each, \$3,800,).....	35
Number of baggage, mail and express cars, (average cost of each, \$1,641,).....	18
Number of freight cars, (average cost of each, \$609,)	460

Number of coal cars, (average cost of each, \$400,)	224
Number of iron bridges, (total length in feet, 646,)	6
Number of wooden bridges, (total length in feet, 1,345 feet,)	5
Number of stone bridges, (total length in feet, 100,)	2
Number of railroads crossed	4
Number of stations on main road	34
Number of wood and water stations on main road,	12
Value of real estate held by the company, exclusive of road way	\$1,363,977 37
Number of tunnels, (length of each, 500 feet and 2,160 feet,)	2
How is track laid, and on what foundation? Stone ballast, white oak ties, wrought iron chairs and fish joints.	
Length in miles laid with steel rail	8 $\frac{3}{4}$

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	354,124
Number of miles run by freight and coal trains....	175,438
Number of through passengers for the year on main road	108,776
Number of passengers (all classes) carried in cars,	829,651
Number of tons of 2,000 pounds of through freight for the year on main road	240,706
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	666,476
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	18
Average rate of speed adopted by express trains, including stops	25
Average rate of speed adopted by freight trains, including stops.....	9
Weight of first class passenger engines.....	53,000
Weight of freight engines	70,000

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1870	62,335	July, 1871.....	90,376
December, 1870.....	60,653	August, 1871.....	92,162
January, 1871.....	50,379	September, 1871	85,405
February, 1871.....	45,744	October, 1871.....	80,617
March, 1871.....	57,447		
April, 1871.....	61,142	Total	829,651
May, 1871	71,704		
June, 1871... ..	71,687		

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	261,530	Agricultural products.....	55,693
Bituminous coal.....	3,649	Merchandise and manufactures ...	74,267
Petroleum and other oils.....	2,178	Live stock	2,188
Pig iron	54,257	Lumber	58,990
Railroad iron.....	3,330	Other articles.....	38,761
Other iron or castings.....	11,265		
Iron and other ores.....	90,047	Total	666,476
Lime, limestone, sandstone and slate.....	30,341		

*The rate of fare for passengers charged for the respective classes
per mile, as follows :*

All kinds, average.....	<u><u>2.78 cents.</u></u>
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The rate per ton, (of 2,000 pounds,) per mile, charged for freight :

For through and local freight and coal, average...	<u><u>3.48 cents.</u></u>
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n	Freight Transp'n.
Repairs or maintenance of way, including buildings	\$137,496 86	\$82,498 12	\$54,998 74
Taxes on real estate	7,559 86	2,797 83	4,762 03
Total	145,056 72	85,295 95	59,760 77
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$32,770 28	\$15,735 90	\$17,034 38
Repairs of passenger and baggage cars	6,589 79	6,589 79	.....
Repairs of freight cars	55,943 76	.....	55,943 76
Repairs of tools and machinery in shops	8,885 63	4,400 23	4,485 40
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	22,456 82	9,656 08	12,800 74
Total	126,646 28	36,382 00	90,264 28
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$21,411 88	\$7,922 07	\$13,489 81
Agents and clerks	44,158 57	14,797 51	29,361 06
Labor—loading and unloading freight	15,348 72	.....	15,348 72
Porters, watchmen and switch tenders	14,482 09	4,973 17	9,508 92
Car cleaning and inspecting, furniture and fixtures	6,337 60	4,790 70	1,596 90
Wood and water station attendance	2,213 28	1,093 17	1,120 11
Conductors, baggage masters and brakemen	53,118 63	26,727 95	26,390 73
Engineers and firemen	45,038 71	20,483 74	24,554 97
Fuel and cost of preparing for use	68,063 99	27,225 60	40,838 39
Oil and waste for engines and tenders, passenger, baggage and freight cars	9,493 23	3,797 29	5,695 94
Telegraph, mail and station expenses	6,496 69	2,165 56	4,331 13
Loss and damage of goods and baggage	1,082 85	.....	1,082 85
Use of freight cars, \$23,515 16 deducted from monthly earnings in settlement with connecting roads.	.....	.....	.....
Shovelling snow	1,320 74	858 48	462 26
Contingencies, (being amounts not included in above,)	94,798 77	.....	.....
Total	383,515 80	.....	.....

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscellaneous.	Total.
Nov., 1870.....	\$31,868 09	\$56,691 98	\$1,344 87	\$3,123 01	.....	\$103,027 95
Dec., 1870	32,808 92	63,616 49	1,495 40	5,134 35	.....	103,055 16
January, 1871,	25,528 77	44,999 50	1,125 04	799 16	.....	72,452 47
Feb., 1871.....	22,387 55	32,023 78 ^{cs}	1,089 12	2,182 47	.....	57,682 92
March, 1871....	29,016 11	42,450 60	1,199 51	1,415 95	.....	74,082 17
April, 1871.....	32,506 44	46,277 65	1,285 10	593 59	\$3,972 22	84,635 00
May, 1871.....	37,550 98	49,305 60	1,633 08	2,656 23	.....	91,145 89
June, 1871	35,823 18	56,108 39	1,405 93	2,549 53	.....	95,887 13
July, 1871.....	43,233 45	61,336 69	1,330 39	3,220 95	.....	109,121 48
August, 1871..	46,816 68	77,489 06	1,846 25	6,502 29	.....	132,654 28
Sept., 1871.....	44,043 76	73,902 53	1,424 03	7,805 02	.....	127,175 34
October, 1871,	44,644 47	74,310 13	1,412 73	2,708 06	4,205 05	127,280 44
Total	426,228 40	688,512 40	16,591 50	38,690 66	8,177 27	1,178,200 23

Summary of payments :

For construction and equipment, real estate, &c...	\$364,165 80
For maintaining the road, &c.—repairs of machinery and operating the road	647,658 94
For dividends: No cash dividends.	
For interest	287,571 58
For miscellaneous	16,293 66
For municipal taxes.....	7,559 86
State taxes.....	17,985 95
United States taxes.....	6,587 75
Total.....	<u>1,347,823 54</u>

Cost of transportation :

Cost per passenger per mile, proximate average ..	1.78 cents.
Cost per ton freight per mile, proximate average..	<u>1.75 “</u>

What express companies run on your road, and on what terms?
Central express and Heston's express, at 12 cents per ton per mile.

What transportation or freight companies run on road, and on what terms? None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	1	0
Others.....	3	2
Total.....	<u>4</u>	<u>2</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

February 27. Elizabeth Weigman, a drunken woman, killed in the evening by a shifting engine in the depot yard of the Berks street station; verdict, "accidental death."

April 6. John M'Intosh, a deaf man, walking on the track near Chelton Hill, was knocked off the track and had a leg broken by the engine of a coal train.

May 12. Alpheus Knauss, brakeman, killed at Bethlehem; he fell on the track when shifting a train.

June 14. A boy, named Boyer, lost a leg at Bethlehem by trying to climb on an engine in motion.

August 5. A lad, named Frank Lafferty, was fatally injured when trying, near the Berks street depot, to get across a coal train in motion at night.

September 14. Anthony Zehner, killed near Bingen, by being struck by an engine when walking on the track in the evening; verdict, "accidental death."

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Jordan, Jr.....	Philadelphia.
J. Gillingham Fell.....	Philadelphia.
Wm. C. Ludwig.....	Philadelphia.
Ellwood Shannon.....	Philadelphia.
Edward C. Knight.....	Philadelphia.
Alfred Hunt.....	Philadelphia.
Wm. C. Kent.....	Philadelphia.
Charles W. Wharton.....	Philadelphia.
Edward Roberts.....	Philadelphia.
Thomas Smith.....	Philadelphia.
Jacob Riegel.....	Philadelphia.
O. Howard Wilson.....	Philadelphia.
Franklin A. Comly, President.....	Philadelphia.
Edward Armstrong, Secretary.....	Philadelphia.
William Wister, Treasurer.....	Philadelphia.

(No. 73.)

OIL CREEK AND ALLEGHENY RIVER.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Erie County, } ss:

Personally appeared Edward F. Gay, president, and F. A. Phillips, treasurer, of the Oil Creek and Allegheny River railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) EDWARD F. GAY, *President.*
F. A. PHILLIPS, *Treasurer.*

Sworn and subscribed before me, this }
20th day of January, 1872. }

D. M. R. WILSON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$4,259,450 00
Amount of stock subscribed.....	4,259,450 00
Amount paid in as by last report.....	4,259,450 00
Total amount now paid in of capital stock.....	4,259,450 00
Funded debt, as per last report.....	3,170,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, Feb. 1, 1896,)	\$1,500,000 00
1st mortgage bonds, (date of maturity, April 1, 1882,).....	580,000 00
Consolidated mortgage bonds, (date of maturity, May 1, 1888,)	1,100,000 00
	<hr/>
	3,180,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	None.

Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; consolidated mortgage, 7 per cent.

Date and rate per cent. per annum of dividend or dividends: Cash, April 1, July 1, Oct. 1—three dividends $2\frac{1}{2}$ per cent., at the rate of 10 per cent. per annum.

Number of shares of stock issued.....	85,189
Par value of each share.....	\$50 00
Average market value during the year, about.....	47 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>4,259,450 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$7,166,836 52	\$7,336,386 44
Equipment.....	960,159 97	1,008,330 63
	<u> </u>	<u> </u>
Total cost.....	<u>8,126,996 49</u>	<u>8,344,717 07</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Corry to Irvineton, .	95 miles.
Length of main line of road laid.....	95 “
Length of main line of road laid in Pennsylvania, .	95 “
Length of double track of road.....	None.
Length of sidings.....	31 $\frac{3}{4}$ miles.
Gauge of road: 45 miles, 3 rails, 6 ft. and 4 ft. 9 in. gauge; 50 miles, 4 feet 9 inches.	
Branch roads owned by the company, and their length, viz: Cherry Run branch.....	3 “
Roads worked or leased by the company, viz: Union and Titusville railroad, Union City to Titusville, .	25 “
Number of engine houses and shops	12
Number of engines	32
Number of first class passenger cars, (average cost of each, \$4,500,).....	19

Number of baggage, mail and express cars, (average cost of each, \$2,500,).....	5
Number of freight cars, (average cost of each, \$700,).....	314
Number of coal cars.....	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,900,)	8
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road.....	27
Number of wood and water stations on main road,	20
Value of real estate held by the company, exclusive of road way.....	\$45,000 00
Number of tunnels	None.
How is track laid, and on what foundation? With cross-ties, partly ballasted with stone and gravel.	
Length in miles laid with steel rail.....	<u>None.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	185,577
Number of miles run by freight trains	574,889
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road.....	None.
Number of passengers (all classes) carried in cars,	569,290
Number of tons of 2,000 pounds of through freight for the year on main road.....	None.
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	813,502
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	22 tons.
Weight of freight engines	<u>32 "</u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	40,247	July, 1871.....	51,961
February, 1871.....	39,113	August, 1871.....	52,679
March, 1871.....	50,620	September, 1871.....	53,139
April, 1871.....	47,100	October, 1871.....	47,503
May, 1871.....	49,710	November, 1871.....	45,928
June, 1871.....	46,501	December, 1871.....	44,789

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal...	186,544	Agricultural products.....	13,717
Petroleum and other oils.....	469,473	Merchandise and manufactures...	49,202
Other iron or castings.....	14,996	Lumber.....	36,360
Stone and lime.....	1,853	Other articles.....	41,387

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	3½ cents.
For first class way passengers.....	3½ “

The rate per ton, (of 2,000 pounds,) per mile, charged for freight :

For through freight.....	None.
For through coal.....	None.
For local freight.....	10 cents.
For local coal.....	3 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Trans'n.
Repairs or maintenance of way, including buildings.....	\$274, 108 01	\$68, 527 08	\$205, 580 93
Taxes on real estate.....	2, 039 27	861 86	1, 177 41
Total.....	276, 147 28	69, 388 94	206, 758 34
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$85, 558 95	\$21, 389 74	\$64, 169 21
Repairs of passenger and baggage cars.....	25, 070 91	25, 070 91	.....
Repairs of freight cars.....	27, 861 47	.....	29, 861 47
Repairs of tools and machinery in shops.....	9, 166 07	2, 291 51	6, 874 56
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	22, 254 84	5, 563 71	16, 691 13
Total.....	171, 912 24	54, 315 87	117, 596 37
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$8, 089 62	\$2, 782 39	\$5, 307 23
Agents and clerks.....	66, 229 35	9, 260 52	56, 968 83
Labor—loading and unloading freight.....	19, 618 78	.....	19, 618 78
Porters, watchmen and switch tenders.....	5, 058 21	1, 264 55	3, 793 66
Car cleaning and inspecting, furniture and fixtures.....	11, 265 39	7, 133 63	4, 131 76
Wood and water station attendance.....	6, 528 14	1, 632 03	4, 896 11
Conductors, baggage masters and brakemen.....	103, 186 64	24, 891 65	78, 294 99
Engineers and firemen.....	63, 736 23	14, 137 61	49, 598 62
Fuel and cost of preparing for use.....	54, 115 98	13, 528 99	40, 586 99
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	6, 927 58	1, 756 89	5, 170 69
Telegraph, mail and station expenses.....	14, 709 29	3, 597 21	11, 112 08
Loss and damage of goods and baggage.....	14, 354 21	.....	14, 354 21
Shoveling snow.....	4, 052 31	1, 013 08	3, 039 23
General superintendence.....	12, 419 96	2, 485 37	9, 934 59
Contingencies.....	44, 964 53	3, 158 89	41, 805 64
Total.....	455, 256 22	86, 642 81	348, 613 41

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	None.
From sale of bonds.....	\$10,000 00
From other sources.....	<u>46,016 33</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscella's.	Total.
January, 1871.....	\$24,304 30	\$133,163 15	\$1,490 71	\$1,766 86	\$160,730 02
February, 1871.....	20,314 56	103,892 75	1,425 43	867 36	126,500 10
March, 1871.....	27,849 82	98,424 63	1,441 98	1,874 49	129,590 92
April, 1871.....	24,050 45	98,529 91	1,381 47	728 45	124,690 28
May, 1871.....	27,504 78	103,731 55	1,395 00	.....	132,431 33
June, 1871.....	26,362 22	99,556 40	1,790 73	1,317 46	129,026 81
July, 1871.....	28,840 74	115,163 73	1,750 00	312 50	146,066 97
August, 1871.....	28,436 62	127,812 69	1,820 16	265 00	158,334 47
September, 1871.....	29,504 28	125,911 61	1,904 36	987 15	158,307 40
October, 1871.....	27,953 47	124,335 68	1,972 09	561 00	154,822 24
November, 1871.....	26,642 96	103,818 37	1,895 29	882 03	136,238 65
December, 1871.....	25,530 95	89,589 19	1,940 01	1,209 22	118,269 37
Total.....	317,095 15	1,326,934 66	20,207 23	10,771 52	1,675,008 56

Summary of payments :

For construction and equipment	\$217,720 58
For maintaining the road, &c.—repairs of machinery and operating the road	883,315 74
For dividends	425,945 00
For interest.....	222,250 00
For miscellaneous	52,500 00
For State taxes.....	70,098 82
For United States taxes	17,691 64
Total.....	<u>1,889,521 78</u>

Cost of transportation :

Cost per passenger per mile, proximate average...	3 cents.
Cost per ton freight per mile, proximate average..	<u>4½ “</u>

What express companies run on your road, and on what terms?

Union express, at \$50 per day ; United States express company, from Union City to Titusville, at once and a half first class freight rates.

What transportation or freight companies run on your road, and on what terms? Our road is free to all.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	0
Employees.....	6	7
Others.....	2	0
	—	—
Total.....	9	7
	=	=

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

Feb. 1. A man, named James Hough, was run over and killed near Miller Farm station ; supposed to have been intoxicated.

Feb. 6. G. W. Hovis was run over and killed at M'Olintockville ; supposed to have been intoxicated.

Feb. 13. Charles Boon, a brakeman, was instantly killed at Rouseville ; freight train separated, he fell between the cars and was run over.

March 22. R. W. Lanfan, brakeman, Titusville yard, was caught between pilot of engine and caboose car, injuring his right leg and back very seriously.

March 22. John Crowley, brakeman, fell under car at Tryonville, one foot run over, cutting off two toes.

April 11. Pat. Ryan, a track laborer, was struck by a cross-tie and had his leg broken.

June 17. Oscar Sungreen, O. Thompson and Peter Martin, gravel train laborers, were killed at Cobham, by gravel bank falling upon them.

June 22. Thomas Murphy, gravel train laborer, fell between the cars at Tryonville ; had his leg broken in two places.

June 24. Pat. Ryan, brakeman in Oil City yard, fell between the cars, was run over and instantly killed.

Oct. 11. George Snyder, a gravel train laborer, fell from rear car while train was backing up, run over and instantly killed, near Union station.

Oct. 19. A. Rehen, brakeman, fell from car near Miller Farm station, breaking his wrist.

Nov. 2. H. C. Chapman, attempted to jump on train as it was

leaving Miller Farm station, missing his hold and fell, the wheels passing over his legs, receiving fatal injuries.

Nov. 25. John Fulton, brakeman in Tidionte yard, had his right hand caught between draw-heads while coupling cars, and crushed so badly that amputation was necessary.

Dec. 14. John Johnson, laborer on gravel train, had his leg broken in two places, at President station.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward F. Gay.....	Philadelphia.
Thomas A. Scott.....	Philadelphia.
Charles B. Wright.....	Philadelphia.
W. S. Lane.....	Philadelphia.
John M. Kennedy	Philadelphia.
Edmund Smith.....	Philadelphia.
Charles H. Lee.....	Silver Creek, N. Y.
Edward F. Gay, President.....	Philadelphia.
! F. A. Phillips, Secretary and Treasurer.....	Corry, Pa.

(No. 71.)

PEACH BOTTOM.

[For the financial year ending 2d Monday of January, 1872.]

STATE OF PENNSYLVANIA, }
York County, } ss:

Personally appeared S. G. Boyd, president, and A. C. Manifold, treasurer, of the Peach Bottom railway, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) S. G. BOYD, *President.*
A. C. MANIFOLD, *Treasurer.*

Sworn and subscribed before me, this }
25th day of January, A. D. 1872. }

DETRICH HILDEBRAND, *J. P.*

Stock.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	211,000 00
Total amount now paid in of capital stock	16,000 00
Number of shares of stock.....	20,000
Par value of each share.....	\$50 00
There is no funded or floating debt.	

COST OF ROAD.

There has been expended about \$1,521 00, principally in making surveys and canvassing for stock.

CHARACTERISTICS OF ROAD.

It is proposed to build the main line of the road from some point on the Northern Central between the borough of York and the Maryland State line, probably Hanover Junction, to Oxford, in Chester county. A small portion only, as yet, has been located, but engineers are now actively at work performing this duty. The work of construction was commenced in March last, but was soon discontinued. Arrangements, however, are being made to

recommence construction in May or June next, with the design of pushing the work as rapidly as possible.

The length of the main line, unless the board change its present plans, will be about sixty miles, and the gauge three feet.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Dickey.....	Oxford, Pa.
Wm. Wallace	Hopewell Centre, Pa.
A. C. Manifold.....	Hopewell Centre, Pa.
Benjamin Tyson	Dallastown, Pa.
Henry Neff.....	Dallastown, Pa.
Rufus Wiley.....	Slate Hill, Pa.
L. W. Finley.....	Castle Fin, Pa.
N. Mayer.....	Chestnut Level, Pa.
S. M'Cullough.....	Mechanics' Grove, Pa.
S. B. Russell.....	Oxford, Pa.
J. A. Alexander.....	Oxford, Pa.
John Twaddell.....	Oxford, Pa.
S. G. Boyd, President.....	York, Pa.
Samuel Dickey, Vice President.....	Oxford, Pa.
Win. Wallace, Secretary.....	Hopewell Centre, Pa.
A. C. Manifold, Treasurer	Hopewell Centre, Pa.
J. A. Alexander, Assistant Treasurer.....	Oxford, Pa.

(No. 75.)

PENNSYLVANIA.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. Edgar Thomson, president, and Thomas T. Firth, treasurer, of the Pennsylvania railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*

THOS. T. FIRTH, *Treasurer.*

Sworn and subscribed before me, this }
 6th day of February, 1872. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$55,000,000 00
Amount of stock subscribed	54,842,400 00
Amount paid in as by last report	33,850,000 00
Total amount now paid in of capital stock	41,339,475 00
Funded debt, as per last report.....	26,732,564 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of ma- turity, 1880,).....	\$4,972,000 00
2d mortgage bonds, (date of ma- turity, 1875,).....	4,866,840 00
General mortgage bonds, (date of maturity, 1910,)	18,604,500 00
	<hr/>
	28,443,340 00
Debt due the State for purchase of main line, bear- ing 5 per cent. interest.....	5,758,905 40
Floating debt, as by last report	949,825 00
The amount now of floating debt	2,348,203 23
Total amount now of floating and funded debt ..	30,791,543 23

Rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends: May, 1871, November, 1871, each	
5 per cent. in cash.	
Number of shares of stock issued	796,731
Par value of each share	\$50 00
Average market value during the year, about ...	60 00
Amount paid in on each share: 796,731 shares full paid, 300,117 on which first installment is paid.	
Amount of capital on which the respective dividends were declared: May, \$34,196,750; November, 39,689,300.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, equipment, real estate, telegraph line, Philadelphia and Columbia railroad, and Delaware extension.....	\$33,806,907 00	\$34,610,160 70

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Pittsburgh	354 $\frac{9}{10}$ miles.
Length of main line of road laid, (exclusive of track laid on new line,)	354 $\frac{9}{10}$ "
Length of main line of road laid in Pennsylvania,	354 $\frac{9}{10}$ "
Length of double track of road	353 $\frac{8}{10}$ "
Length of sidings	171 $\frac{1}{10}$ "
Gauge of road: 4 feet 8 $\frac{1}{2}$ inches and 4 feet 9 inches.	
Weight of rail per yard on main track: 64 and 67 pounds for iron, and 56, 65 and 67 pounds for steel.	
Branch roads owned by the company, and their length, viz: Hollidaysburg branch, 7 $\frac{6}{10}$ miles; Morrison's Cove, 19 $\frac{8}{10}$ miles; Indiana branch, 19 miles; Delaware extension, 5 $\frac{3}{10}$ miles; Steubenville extension, 1 $\frac{2}{10}$ miles; Tyrone branch, 3 $\frac{1}{10}$ miles; York branch, 13 miles.	

Roads worked or leased by the company, viz: East Brandywine and Waynesburg, 17 miles; Harrisburg and Lancaster, 54 miles; Mifflin and Centre County, $12\frac{9}{10}$ miles; Sunbury and Lewistown, 44 miles; Tyrone and Clearfield, $40\frac{6}{10}$ miles; Bald Eagle Valley, $51\frac{2}{10}$ miles; Newry branch, $1\frac{1}{10}$ miles; Ebensburg and Cresson, 11 miles; West Pennsylvania, $84\frac{7}{10}$ miles; Philadelphia and Erie railroad, $287\frac{5}{10}$ miles.

Number of engine houses and shops: 13 engine houses and 9 shops.

Number of engines	514
Number of first class passenger ears, (average cost of each, \$4,500,).....	183
Number of second class passenger ears	50
Number of sleeping ears	68
Number of baggage, mail, express cars, (average cost of each, \$1,600,)	102
Number of freight ears, (average cost of each, \$500,)	6,685
Number of coal ears, (average cost of each, \$500,)	1,440
Number of freight ears owned by other parties ...	5,619
Number of iron bridges, (total length in feet, 14,466,)	152
Number of wooden bridges, (total length in feet, 6,074,).....	37
Number of stone bridges, (of 24 feet span and upwards,)	17
Number of railroads crossed	4
Number of stations on main road: Passenger, 131; freight, 72—total	203
Number of wood and water stations on main road: 21 wood, 76 water.	
Number of tunnels: (length of each, 200, 900, 1,200, 3,612, 825, 300, 450, 450,)	8
How is track laid, and on what foundation? On cross-ties resting on broken stone ballast.	
Length in miles laid with steel rail, single track ..	377

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	2,601,502
Number of miles run by freight and coal trains ...	9,302,815
Number of through passengers for the year on main road.....	186,904
Number of passengers (all classes) carried in cars,	4,699,985
Number of tons of 2,000 pounds of through freight for the year on main road	1,022,632
Gross amount of tonnage for the year, (2,000 pounds per ton,)	6,575,843
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	71,200 pounds.
Weight of freight engines	75,000 "

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	712,494	Agricultural products	851,579
Bituminous coal.....	2,448,947	Merchandise and manufactures,	461,096
Petroleum and other oils.....	309,840	Live stock	325,383
Pig iron	248,394	Lumber	388,546
Railroad iron.....	152,227	Other articles.....	143,094
Other iron or castings	169,636		
Iron and other ores.....	172,989	Total	6,575,843
Stone and lime.....	191,563		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	2½ cents.
For first class way passengers	3 "
For second class through passengers.....	2 "
For second class way passengers	2 "
For emigrant through passengers	1¼ "
For emigrant way passengers.....	1¼ "

The rate per ton, (of 2,000 pounds,) per mile, charged for freight :

For through and local freight and coal.....	1 $\frac{3573}{10000}$
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EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Transp'n.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings.....	\$2,786,090 84	\$722,862 83	\$2,063,228 01
Taxes on real estate.....	95,663 60	21,873 39	73,790 21
Iron rails.....	897,790 44	224,447 59	673,342 85
Total.....	3,779,544 88	969,183 81	2,810,361 07
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$810,557 70	\$173,434 21	\$637,123 49
Repairs of passenger and baggage cars.....	418,346 59	418,346 59	.....
Repairs of freight cars.....	716,840 91	.....	716,840 91
Repairs of tools and machinery in shops.....	114,234 85	28,558 68	85,676 17
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	372,878 00	93,219 41	279,658 59
Total.....	2,432,858 05	713,558 89	1,719,299 16
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$205,753 18	\$87,182 07	\$118,571 11
Agents and clerks.....	647,016 69	264,043 80	382,972 89
Labor—loading and unloading freight.....	202,398 26	.....	202,398 26
Porters, watchmen and switch tenders.....	79,359 45	42,933 19	36,426 26
Car cleaning and inspecting, furniture and fixtures.....	203,745 85	107,191 72	96,554 13
Wood and water station attendance.....	74,174 12	18,543 52	55,630 60
Conductors, baggage masters and brakemen.....	1,098,231 62	195,689 20	902,542 42
Engineers and firemen.....	697,916 89	128,616 83	569,300 06
Fuel and cost of preparing for use.....	736,551 43	124,522 04	612,029 39
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	159,770 95	36,253 05	123,517 90
Telegraph, mail and station expenses, including overcharges.....	419,533 08	31,424 80	388,108 28
Loss and damage of goods and baggage.....	120,865 64	18,142 32	102,723 32
Tolls over other roads and teaming.....	476,559 73	128,797 28	347,762 45
Use of freight cars.....	72,091 51	8,840 63	63,250 88
Shoveling snow.....	22,863 19	5,716 55	17,146 64
Damage for injury of persons.....	9,038 94	9,038 94	.....
State and United States taxes.....	224,866 22	34,035 26	190,830 96

EXPENSES—CONTINUED.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Transp'n.
General superintendence.....	\$110,833 92	\$27,722 60	\$83,111 32
Contingencies, or items for which there are no appropriate headings in printed form.	49,456 74	25,302 26	24,154 48
Total.....	5,611,030 41	1,293,996 06	4,317,034 35
Grand total.....	11,823,433 34	2,976,738 76	8,846,694 58

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders	\$5,989,475 00
From sale of bonds	<u>2,462,488 79</u>

RECEIPTS.

Passengers	\$3,875,656 48
Freight	14,052,304 51
Mail and express	510,243 02
Miscellaneous	<u>281,632 84</u>
Total	<u>18,719,836 85</u>

Summary of payments:

For construction and equipment	\$1,473,906 84
For maintaining the road, &c.—repairs of machinery and operating the road	11,603,144 51
For dividends	3,511,314 00
For interest, balance to debit of this account.....	1,303,040 51
For State taxes on capital and coupons	254,372 27
For State taxes on tonnage and revenue	220,288 83
For United States taxes	<u>224,942 61</u>
Total	<u>18,591,009 57</u>

Cost of transportation:

Cost per passenger per mile, proximate average...	$1\frac{9.46}{1000}$
Cost per ton freight per mile, proximate average..	<u>$\frac{8.74}{1000}$</u>

What express companies run on your road, and on what terms? Adams, at a minimum price per day, varying according to the carrying facilities furnished.

What transportation or freight companies run on your road, and on what terms? Union railroad and transportation company, National line, Pheipher line, Crescent line, Allentown line, Empire line. Conditions are arranged from time to time as required to meet the competition of other lines.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	9
Employees.....	38	94
Others	75	64
	<hr/>	<hr/>
Total.....	113	167
	<hr/>	<hr/>

Of the nine passengers returned in the above statement as injured, only one was at all seriously hurt while in the cars. Excluding two other cases of passengers who were somewhat injured by jumping from off the train while in motion, which all are forbid doing, the remaining cases, six, consisted of slight bruises which, were it not for the requirements of the Auditor General's report, would not be held as worthy of recording.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Josiah Bacon	Philadelphia.
Wistar Morris.....	Philadelphia.
Samuel T. Bodine.....	Philadelphia.
Joseph B. Myers.....	Philadelphia.
Edward C. Knight.....	Philadelphia.
Washington Butcher.....	Philadelphia.
John M. Kennedy.....	Philadelphia.
John Rice	Philadelphia.
George Black.....	Pittsburg.
William Anspach	Philadelphia.
G. Morrison Coates	Philadelphia.
Alexander M. Fox.....	Philadelphia.
Thomas A. Scott	Philadelphia.
Herman J. Lombaert	Philadelphia.
Edmund Smith.....	Philadelphia.
George B. Roberts.....	Philadelphia.
J. Edgar Thomson, President	Philadelphia.
Joseph Lesley, Secretary.....	Philadelphia.
Thomas T. Firth, Treasurer	Philadelphia.

(No. 76.)

PENNSYLVANIA COAL COMPANY.

[For the financial year ending December 31, 1871.]

STATE OF NEW YORK, }
 City and County of New York, } ss:

Personally appeared John Ewen, Esq., president, and George A. Hoyt, Esq., treasurer, of the Pennsylvania coal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN EWEN, *President.*
 GEO. A. HOYT, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of January, 1872. }

E. H. MEAD, *Com. for Pennsylvania.*

STOCK AND DEBT.

Capital stock as authorized by law	\$5,850,329 00
Amount of stock subscribed	4,000,000 00
Amount paid in as by last report	4,000,000 00
Total amount now paid in of capital stock	4,000,000 00
Funded debt, as per last report	556,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, August 1, 1881,)	542,500 00
2d mortgage bonds	None.
3d mortgage bonds	None.
Floating debt, as by last report	175,000 00
The amount now of floating debt	425,000 00
Total amount now of floating and funded debt	967,500 00
Rate per cent. per annum of interest on funded debt :	
1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, 5 per cent., each, February 1, May 1, August 1 and November 1, 1871.	

Number of shares of stock issued.....	80,000
Par value of each share	\$50 00
Amount paid in on each share.....	50 00
Amount of capital invested in Pennsylvania, on which the respective dividends were declared ..	<u>3,200,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u>\$2,000,000 00</u>	<u>\$2,000,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hawley to Port Griffith	47 miles.
Length of main line of road laid.....	100 “
Length of main line of road laid in Pennsylvania,	47 “
Length of double track of road.....	47 “
Length of sidings.....	10 “
Gauge of road.....	4 ft. 3 in.
Weight of rail per yard on main track.....	36 pounds.
Branch roads owned by the company, and their length, viz: Branch from Hawley to Lackawaxen, $15\frac{87}{100}$ miles in length; leased and worked by the Erie railway company.	
Roads worked or leased by the company, viz: None leased by this company. The company's road, from Hawley to Port Griffith, is a gravity road, worked by stationary engines, for transportation of coal mined by the company; no locomotive power used.	
Number of engine houses and shops: 23 stationary engine houses, 1 machine and 3 car shops.	
Number of engines: None but stationary engines.	
Number of passenger cars	8
Number of baggage, mail and express cars.....	None.
Number of freight cars: 50 flat and box, 10 house.	
Number of coal cars	2,375
Number of iron bridges	None.
Number of wooden bridges.....	5

Number of stone bridges.....	None.
Number of stations on main road.....	None.
Number of wood and water stations on main road,	None.
Number of tunnels, (length of each, 800 feet,)	1
How is track laid, and on what foundation? 50 miles cross-ties and T rail; balance strap rail and sleepers on the ground.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of tons of 2,000 lbs of through freight for the year on main road.....	804,933
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	941,863
Average rate of speed adopted by freight trains, in- cluding stops: 10 miles an hour.	

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	930,724
Merchandise and manufactures	1,643
Lumber	9,496
Total.....	941,863

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Ewen	New York.
Isaac L. Platt.....	Plainfield, N. J.
Wm. F. Havemeyer.....	New York.
Jonathan Thorne	New York.
Wm. R. Griffith.....	New York.
Charles Morgan.....	New York.
John Q. Jones	New York.
George L. Brown	New York.
E. Judson Hawley.....	New York.
John Ewen, President.....	New York.
Edwin H. Mead, Secretary.....	New York.
Geo. A. Hoyt, Treasurer.....	New York.
John B. Smith, Superintendent.....	Dunmore, Pa.

(No. 77.)

PENNSYLVANIA AND DELAWARE.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared George W. Lefevre, president, and Charles Weiler, treasurer, of the Pennsylvania and Delaware railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEORGE W. LEFEVRE, *President.*
 CHAS. WEILER, *late Treas. for 1871.*

Affirmed and subscribed before me, this }
 25th day of January, 1872. }

LEWIS H. REDNER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	184,500 00
Amount paid in as by last report	100,939 38
Total amount now paid in of capital stock	132,412 00
Funded debt, as per last report	None.
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, August 10, 1901,)	\$360,000 00
Income bonds, (date of maturity, September 31, 1891,)	340,000 00
	<hr/>
	700,000 00
Floating debt, as by last report	None.
The amount now of floating debt	\$100,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7; income bonds, 7.	
Number of shares of stock issued	2,383
Par value of each share	\$50 00
Average market value during the year	None.
Amount paid in on each share : Different amounts.	<hr/> <hr/>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$100,625 00</u>	<u>\$231,097 70</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pomeroy to Delaware State line	21 miles.
Number of railroads crossed	<u>1</u>

The road is in rapid process of construction, and it is expected that it will be completed ready for the rolling stock by the first day of August of this year.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Martin Laudenberger.....	Philadelphia, Pa.
Samuel R. Parke.....	Parkesburg, Chester co., Pa.
Joshua B. Broommell	Coatesville, Chester co., Pa.
George S. Jones	Philadelphia, Pa.
Charles Brothers.....	Laudenberg, Chester co., Pa.
John M. Pomeroy.....	Pomeroy, Chester co., Pa.
George B. Sharp	Chatham, Chester co., Pa.
Levis Pennock, Jr	Chatham, Chester co., Pa.
George W. Lefevre, President	Chatham, Chester co., Pa.
Wattel B. Mitchell, Secretary	727 Walnut st., Phila., Pa.
Charles Weiler, Treasurer.....	Laudenberg, Chester co., Pa.

(No. 78.)

PENNSYLVANIA AND NEW YORK.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Robert H. Sayre, president, and Charles Hartshorne, treasurer, of the Pennsylvania and New York canal and railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ROB. H. SAYRE, *President.*
 CHAS. HARTSHORNE, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of January, 1872. }

J. P. DELANEY, *Alderman.*

STOCK AND DEBT.

Amount paid in as by last report: Common,	
\$1,061,700; preferred, \$1,750,000.....	\$2,811,700 00
Total amount now paid in of capital stock: Com-	
mon, \$1,061,700; preferred, \$2,000,000	3,061,700 00
Funded debt, as per last report	3,000,000 00
The amount now of funded debt, (classified and	
date of maturity,) as follows:	
1st mortgage bonds, date of maturity—	
June 1, 1896	\$1,500,000 00
June 1, 1906	1,500,000 00
	<hr/>
	3,000,000 00
The amount now of floating debt	415,007 85
Total amount now of floating and funded debt ...	3,415,007 85
Rate per cent. per annum of interest on funded	
debt, 1st mortgage.....	7 per cent.
Number of shares of stock issued: 21,234 common,	
20,000 preferred.	

Par value of each share: \$50 common, \$100 preferred.

Amount paid in on each share: \$50 common, \$100 preferred.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$4,468,525 76	\$4,829,887 48
Equipment	340,398 75	401,995 91
Total cost.....	<u>4,808,924 51</u>	<u>5,231,883 39</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Wilkesbarre to Eric railway junction	104 $\frac{5.5}{100}$ miles.
Length of main line of road	104 $\frac{3}{10}$ "
Length of main line of road laid in Pennsylvania,	104 $\frac{3}{10}$ "
Length of double track of road	15 $\frac{4}{10}$ "
Length of sidings	10 $\frac{6}{10}$ "
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	58 & 60 lbs.
Branch roads owned by the company, and their length, viz: Pleasant Valley branch, 3 $\frac{7.8}{100}$ miles; Southern Central Connection, 2 $\frac{1.2}{100}$ miles; Ithaca and Athens branch, 1 $\frac{4.3}{100}$ miles, and Barclay Connection, 1 $\frac{5.7}{100}$ miles.	
Roads worked or leased by the company, viz: Sullivan and Erie railroad.	
Number of engine houses and shops: 3 engine houses, 1 shop.	
Number of engines	11
Number of first class passenger cars	2
Number of freight cars.....	263
Number of coal cars.....	781
Number of caboose cars.....	13
Number of gravel cars.....	31
Number of iron bridges, (total length in feet, 165,)..	1

Number of wooden bridges, (total length in feet, 6,647,)	48
Number of railroads crossed	2
Number of stations on main road.....	25
Number of water stations on main road	16
How is track laid, and on what foundation? Laid with fish joint, oak and chestnut ties, gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains: No account kept.	
Number of passengers (all classes) carried in cars,	187,119
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	862,605.13
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	24
Average rate of speed adopted by express trains, including stops, (miles per hour,).....	30
Average rate of speed adopted by freight trains, including stops. (miles per hour,)	10 and 12
Weight of first class passenger engines	52,000 lbs..
Weight of freight engines	63,000 to 97,000 lbs.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

December, 1870	15,774.2	June, 1871.....	13,990 $\frac{1}{2}$
January, 1871	11,852	July, 1871.....	13,044 $\frac{1}{2}$
February, 1871.....	13,072	August, 1871.....	18,332 $\frac{1}{2}$
March, 1871.....	14,556.2	September, 1871.....	18,232 $\frac{1}{2}$
April, 1871	14,701.2	October, 1871.....	16,893
May, 1871.....	15,401.2	November, 1871.....	16,263

*The amount of freight, specifying the quantity in tons of 2,000
pounds :*

Anthracite coal.....	356,326	Agricultural products, mer- chandise and manufactures:	
Bituminous coal.....	329,429.10	Included in other articles.	
Pig iron.....	3,193.49	Lumber.....	32,064.83
Railroad iron.....	10,860.61	Other articles... ..	115,402.82
Iron and other ores	7,628.		
Lime, limestone, sand stone and slate	7,695.28		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3 cents.
For first class way passengers.....	3½ “

The rate per ton, (of 2,000 pounds,) per mile, charged for freight :

For through coal	1½ cents.
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EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$175,569 06
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Repairs of machinery :

Repairs of engines and tenders	15,580 30
Repairs of passenger, baggage, freight and coal cars,	49,576 03

Operating the road :

Office expenses, stationery, &c	49,485 18
Agents and clerks	29,629 66
Labor—loading and unloading freight	18,376 62
Conductors, baggage masters and brakemen.....	48,597 04
Engineers and firemen	42,533 64
Fuel and cost of preparing for use.....	43,139 01
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	16,086 97
Telegraph expenses.....	6,340 26
Loss and damage of goods and baggage and draw- backs.....	95,158 08
Tolls over other roads.....	80,636 81
Use of freight cars	124,692 64
Use of engines	87,156 28
Damage for injury of persons, and damage to pro- perty, including damage by fire and cattle killed on road	1,597 28
Contingencies	53,566 79
Total	937,721 65

Allotted to passenger transportation.....	\$121,582 14
Allotted to freight transportation	<u>816,139 51</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, (from sale of same amount of preferred stock,).....	<u>\$250,000 00</u>
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RECEIPTS.

Months.	Passengers.	Freight.	Coal.	Express.	Mail and rents.	Total.
Mail.....					\$4,604 82	
Dec., 1870.....	\$12,649 34	\$22,322 27	\$44,706 36	\$612 25		
Jan., 1871.....	8,970 04	20,398 91	16,802 81	304 21		
Feb., 1871.....	10,810 41	26,404 36	5,608 29	244 97		
March, 1871....	11,009 25	32,868 03	7,229 01	248 74		
April, 1871.....	11,136 65	43,614 26	2,038 51	284 21		
May, 1871.....	12,224 74	31,658 40	23,526 75	373 13		
June, 1871.....	11,646 53	25,307 86	81,325 22	421 12		
July, 1871.....	16,244 72	27,593 10	97,553 02	359 87		
Aug., 1871.....	16,198 05	32,187 46	123,300 68	596 78		
Sept., 1871.....	15,906 61	36,084 44	119,112 12	557 13		
Oct., 1871.....	16,523 51	34,185 53	107,158 47	507 69		
Nov., 1871.....	19,466 71	37,806 47	94,191 59	733 44		
Rents.....					604 00	
Total.....	162,786 56	375,434 14	722,552 83	5,243 54	5,208 82	\$1,271,225 89

Summary of payments :

For construction and equipment.....	\$422,958 88
For maintaining the road, &c.—repairs of machinery and operating the road	937,721 65
For interest, less taxes	194,976 64
For municipal and county taxes.....	300 35
For State taxes.....	24,381 63
For United States taxes	2,516 12
Total.....	<u>1,582,855 27</u>

ACCIDENTS.

	Killed.	Injured.
Employees.....	1	1
Others	3	1
Total.....	<u>4</u>	<u>2</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Robert H. Sayre	Bethlehem, Pa.
Hon. Asa Packer	Philadelphia, Pa.
Charles F. Welles	Athens, Pa.
William W. Longstreth	Philadelphia, Pa.
Charles Hartshorne	Philadelphia, Pa.
Robert A. Packer	Towanda, Pa.
Victor E. Piolett	Wysox, Pa.
Garrett B. Linderman	Bethlehem, Pa.
J. Henry Swoyer	Wilkesbarre, Pa.
John J. Taylor	Owego, N. Y.
Robert Lockhardt	Bethlehem, Pa.
Jno. W. Hollenback	Wilkesbarre, Pa.
Wm. H. Sayre, Jr.	Bethlehem, Pa.
Robert H. Sayre, President	Bethlehem, Pa.
Charles Hartshorne, Secretary and Treasurer	Philadelphia, Pa.
Robert A. Packer, Superintendent	Towanda, Pa.

(No. 79.)

PERKIOMEN.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared A. H. Seipt, president, and John Welch, treasurer, of the Perkiomen railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. H. SEIPT, *President.*
 JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1872. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock subscribed	39,950 00
Amount paid in as by last report	37,890 00
Total amount paid in of capital stock.....	37,890 00
Funded debt, as per last report	610,200 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, April 1, 1897,)	619,100 00
Floating debt, as by last report	247,215 46
The amount now of floating debt.....	402,660 99
Total amount now of floating and funded debt,	1,021,760 99
Rate per cent. per annum of interest on funded debt, 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued.....	799
Par value of each share	\$50 00

Amount paid in on each share, average	\$47 42
Amount of capital on which the respective dividends were declared	<u>None declared.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$876,579 28</u>	<u>\$989,404 26</u>

Equipment furnished by P. and R. R. R. Co., lessees.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Perkiomen Junction to Emaus	36.5 miles.
Length of main line of road laid	18.4 "
Length of main line of road laid in Pennsylvania,	18.4 "
Length of double track of road	None.
Length of sidings	2.3 miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by the company	None.
Roads worked or leased by the company	None.
Number of engine houses	1
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,710,)	8
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road	14
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclusive of roadway	\$16,897 41
Number of tunnels	None.
How is track laid, and on what foundation? Wooden cross-ties and stone ballast.	
Length in miles laid with steel rail	<u>None.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Will be included in return made by Philadelphia and Reading railroad company, lessees.

RECEIPTS ON CONSTRUCTION ACCOUNT DURING THE YEAR.

Sale of bonds.....	\$8,900 00
Other sources	50,092 86
Total.....	<u>58,992 86</u>

Summary of payments:

For construction	\$112,824 98
Interest on bonded debt.....	35,718 00
Miscellaneous.....	3,640 97
State taxes	1,646 68
United States taxes.....	<u>693 52</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Philip Super.....	Pennsburg, Pa.
George Graber.....	Pennsburg, Pa.
Jacob Schwenk.....	Schwenksville, Pa.
William F. Reed.....	Hoppenville, Pa.
G. W. Hunsicker.....	Perkiomen Bridge, Pa.
Jesse Zeigler.....	Salfordville, Pa.
A. K. Stauffer.....	Pennsburg, Pa.
William Grimm.....	Allentown, Pa.
Charles Schanely.....	Hosensaek, Pa.
S. Gross Fry.....	Philadelphia, Pa.
John Schall.....	Allentown, Pa.
James Boyd.....	Norristown, Pa.
A. H. Seipt, President.....	Philadelphia.
Albert Foster, Secretary	Philadelphia.
John Welch, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent...	Philadelphia.

(No. 80.)

PHILADELPHIA AND BALTIMORE CENTRAL.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia City, } ss:

Personally appeared before me Henry Wood, president and acting treasurer of the Philadelphia and Baltimore Central railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) HENRY WOOD,
President and Acting Treasurer.

Affirmed and subscribed before me, this }
 30th day of December, 1871. }

SAMUEL P. HULL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,000,000 00
Amount of stock subscribed	225,000 00
Amount paid in as by last report	220,606 11
Total amount now paid in of capital stock	220,606 11
Funded debt as per last report	1,100,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, State of Penn- sylvania, (date of maturity, 1st January, 1879,)	\$800,000 00
1st mortgage bonds, State of Mary- land, (date of maturity, 1st Octo- ber, 1891,)	300,000 00
2d mortgage bonds, States of Penn- sylvania and Maryland, (date of maturity, 1st January, 1900,) ...	400,000 00
	<hr/>
	1,500,000 00
Floating debt, as by last report	326,690 20

The amount now of floating debt	\$90,288 87
Total amount now of floating and funded debt ...	1,590,288 87
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 6 per cent.; 3d mortgage, 7 per cent.	
Number of shares of stock issued: Common, 4,335; preferred, 4,806.	
Par value of each share	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,599,906 00	\$1,803,848 53
Equipment	177,743 94	177,743 94
Total cost	<u>1,777,649 94</u>	<u>1,981,592 47</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from junction W. C. and P. R. R. to junction Col. and Pt. Deposit R. R.,	46 miles.
Length of main line of road laid	46 "
Length of main line of road laid in Pennsylvania,	36 $\frac{3}{4}$ "
Length of double track of road	None.
Length of sidings, about	5 $\frac{1}{2}$ miles.
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	50 and 57 lbs.
Roads worked or leased by the company, viz: Chester Creek railroad, 7 miles; Columbia and Port Deposit railroad, 4 miles.	
Number of engine houses and shops	3
Number of engines	8
Number of first class passenger cars, (average cost of each, \$3,000,)	7
Number of baggage, mail and express cars, (aver- age cost of each, \$2,250,)	3
Number of freight cars, (average cost of each, \$550,)	88
Number of coal cars	None.
Number of iron bridges	None.

Number of wooden bridges, (total length in feet, 2,800,).....	30
Number of railroads crossed, (West Chester and Philadelphia and Wilmington and Reading,) ...	2
Number of stations on main road	31
Number of wood and water stations on main road,	5
How is track laid, and on what foundation? On stone ballast and dirt.	
Length in miles laid with steel rail	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	110,329
Number of miles run by freight trains.....	51,924
Number of miles run by gravel trains.....	5,121
Number of passengers (all classes) carried in cars,	254,944
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	109,939
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	16
Average rate of speed adopted by express trains, including stops.....	None.
Average rate of speed adopted by freight trains, including stops.....	8
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	32 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1870	18,945	June, 1871.....	21,895
December, 1870.....	19,506	July, 1871	26,929
January, 1871.....	16,830	August, 1871	33,228
February, 1871	14,546	September, 1871	22,119
March, 1871.....	19,003	October, 1871	23,116
April, 1871.....	18,586		
May, 1871.....	20,241	Total	254,944

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	18,585	Merchandise and manufactures ...	22,532
Bituminous coal.....	1,800	Live stock	1,340
Petroleum and other oils	65	Lumber	12,320
Iron and other ores	9,279	Other articles.....	15,346
Stone and lime.....	6,373		
Agricultural products.....	22,299		109,939

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3 cents.
For first class way passengers	<u>4 "</u>

The rate per ton, (of 2,000 lbs ,) per mile, charged for freight :

For through coal.....	None.
For local coal.....	<u>3 cents.</u>

EXPENSES.

That portion of the road situated in Pennsylvania has, during the year, been in the hands of a trustee for the first mortgage bondholders, and the report is made up in part of statistics furnished by him. We cannot give information in detail.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From sale of bonds	<u>\$400,000 00</u>
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RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1870.....	\$9,173 40	\$11,357 25	\$532 81	\$96 03	\$21,159 49
December, 1870	10,293 10	11,504 65	532 81	107 12	22,439 68
January, 1871.....	8,099 34	8,800 71	545 31	127 70	17,573 06
February, 1871.....	7,321 51	8,759 67	545 31	83 20	16,709 69
March, 1871.....	9,515 71	13,309 92	545 31	115 25	23,486 19
April, 1871.....	9,311 94	12,512 52	545 32	206 75	22,576 53
May, 1871.....	9,744 73	12,938 99	545 31	96 16	23,325 19
June, 1871.....	10,601 84	10,873 98	545 31	96 92	22,118 05
July, 1871.....	12,619 61	10,200 31	545 31	130 64	23,495 87
August, 1871.....	15,052 98	12,514 37	545 32	118 13	28,230 80
September, 1871.....	11,119 02	12,891 54	545 31	176 82	24,732 69
October, 1871.....	11,593 52	13,088 60	545 31	130 87	25,358 30
Total.....	124,448 70	138,752 51	6,518 74	1,485 59	271,205 54

Summary of payments :

For construction.....	\$203,942 53
Operating expenses, including renewals and repairs	197,954 61
Other expenses, including rent of leased lines and property, taxes and insurance, law, interest and improvements.....	43,463 31
Other payments.....	228,969 96
Total.....	<u>674,330 41</u>

What express companies run on your road, and on what terms ?
Adams express company.

What transportation or freight companies run on your road, and on what terms ? None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	1	7
Others	3	2
Total.....	<u>4</u>	<u>9</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

January 12. E. Stanart, freight brakesman, struck by overhead bridge near Rowlandville, and slightly hurt.

January 21. John Campbell, freight brakesman, hand mashed coupling cars at Brandywine summit.

February 18. Robert Russell, freight brakesman, fell from train near Rowlandville, and head severely cut.

March 7. John Campbell, freight brakesman, caught between two cars at Riddle's switch, and somewhat hurt.

March 24. John Pyle, run over and killed by passenger train near Oxford ; intoxicated.

May 4. Henry Vermillion, struck by train while walking on track near Rising Sun, and badly hurt ; intoxicated.

May 9. A. B. Darrel, passenger brakesman, fingers mashed in coupling cars at Port Deposit.

June 10. Samuel Berril, freight brakesman, fingers mashed coupling cars at Chadd's Ford.

August 1. Colored man, name unknown, struck by passenger train near Rising Sun, and instantly killed ; stepped immediately in front of train.

August 18. George Dunbar, struck by passenger train near Rockdale, and badly hurt ; walking on track.

August 30. Charles Allen, freight brakesman, legs broken by being caught in wrecked freight train near Fairville station.

October 1. Casper P. Danfield, baggage master, run over and killed at Port Deposit while coupling cars.

October 28. Eber Frame, killed at Avondale, attempting to jump on a freight train while in motion.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. M. Felton.....	Philadelphia, Pa.
Isaac Hinckley.....	Philadelphia, Pa.
R. H. Lamborn.....	Philadelphia, Pa.
David Woelpper.....	Chadd's Ford, Pa.
Aaron Baker.....	Avondale, Pa.
Milton Conard.....	West Grove, Pa.
Joseph Bringhurst.....	Wilmington, Del.
G. D. Armstrong.....	New London, Pa.
Samuel Dickey.....	Oxford, Pa.
Edwin Haines.....	Rising Sun, Md.
Jacob Tome.....	Port Deposit, Md.
Thomas Donaldson.....	Baltimore, Md.
Henry Wood, President.....	Philadelphia, Pa.
Joseph Huddell, Secretary.....	Philadelphia, Pa.

(No. 81.)

PHILADELPHIA AND ERIE.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Edward F. Gay, president, and George P. Little, treasurer, of the Philadelphia and Erie railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

EDWARD F. GAY, *President.*GEO. P. LITTLE, *Treasurer.*

Sworn and subscribed before me, this }
 3d day of February, 1872. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$10,000,000 00
Amount of stock subscribed	6,500,000 00
Amount paid in as by last report	6,048,700 00
Total amount now paid in of capital stock, common and preferred	8,450,000 00
Funded debt, as per last report	12,598,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1877, 1881,)	\$6,000,000 00
2d mortgage bonds, (date of maturity, 1888,)	3,000,000 00
3d mortgage bonds, (date of maturity, 1920,)	5,000,000 00
	————— 14,000,000 00
Floating debt, as by last report	609,564 00
The amount now of floating debt	149,362 00
Total amount now of floating and funded debt.	14,149,362 00

Rate per cent. per annum of interest on funded debt :

1st mortgage, $6\frac{1}{8}$ per cent. ; 2d mortgage, 7 per cent ; 3d mortgage, 6 per cent.

Date and rate per cent. per annum of dividend or dividends.....

None.

Number of shares of stock issued.....

169,000

Par value of each share.....

\$50 00

Average market value during the year.....

25 00

Amount paid in on each share

50 00

Amount of capital on which the respective dividends were declared

None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$20,368,736 00	\$20,799,470 00

Equipment belongs to the Pennsylvania railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Erie, Pa., to Sunbury, Pa.....

$287\frac{6}{10}$ miles.

Length of main line of road laid.....

$287\frac{6}{10}$ "

Length of main line of road laid in Pennsylvania..

$287\frac{6}{10}$ "

Length of double track of road. None considered as such.

Length of sidings.....

$104\frac{61}{100}$ "

Gauge of road.....

4 ft. 9 in.

Weight of rail per yard on main track

56 pounds.

Branch roads owned by the company.....

None.

Roads worked or leased by the company, viz : Lewisburg, Centre and Spruce Creek railroad company, built from junction with P. & E., to Mifflinburg, eleven (11) miles, worked by P. & E. railroad company.

Number of engine houses and shops : 5 shops with engine houses ; 6 engine houses detached from shops.

Number of engines

126

Number of first class passenger cars : 28 1st class, and 6 emigrant, (average cost of each, \$4,000,)..	34
Number of baggage, mail and express cars, (average cost of each, \$2,000,).....	18
Number of freight cars, (average cost of each, \$650,) .	2,454
Number of coal cars, (average cost of each \$600,)..	63
Number of iron bridges, (total length in feet, Phœ- nix beams, 140,)	5
Number of wooden bridges, (total length in feet, 17,585,).....	152
Number of stone bridges	None.
Number of railroads crossed	4
Number of stations on main road: Passenger only, 37; freight and passenger, 53—total.....	90
Number of wood and water stations on main road,	43
Number of tunnels	None.
How is track laid and on what foundation? T rails, stone and gravel ballasted.	
Length in miles laid with steel rail: about 24 miles— 21½ miles steel, and 2½ miles steel tapped.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	562,946
Number of miles run by freight trains	1,867,260
Number of miles run by coal trains: Not run sepa- rate.	
Number of through passengers for the year on main road	3,308
Number of passengers (all classes) carried in cars,	684,884
Number of tons of 2,000 lbs. of through freight for the year on main road	302,340
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,828,491
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour,) ..	20
Average rate of speed adopted by express trains, including stops.....	23

Average rate of speed adopted by freight trains,
including stops.....

9

Weight of first class passenger engines: From 54,-
000, to 68,500 pounds.

Weight of freight engines : From 62,000, to 88,000
pounds.

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	641,312	Stone and lime.....	19,116
Bituminous coal...	65,690	Agricultural products....	292,487
Petroleum and other oils.....	154,115	Merchandise and manufactures.....	112,903
Pig iron	21,991	Live stock.....	5,504
Railroad iron	27,533	Lumber	389,926
Other iron or castings.....	14,850	Other articles.....	76,592
Iron and other ores.....	6,472		

*The rate of fare for passengers charged for the respective classes per
mile, as follows :*

For first class through passengers	3 cents.
For first class way passengers.....	3½ "

The rate per ton, (of 2,000 lbs.,) per mile, charged for freight :

For through freight and coal, and for local freight and coal.....	1 $\frac{195}{1000}$
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings.....	\$1,039,870 33	\$264,580 07	\$775,290 26
Total	1,039,870 33	264,580 07	775,290 26
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$212,108 72	\$51,008 26	\$161,100 46
Repairs of passenger and baggage cars.	73,012 72	73,012 72	.....
Repairs of freight cars.....	217,192 56	.....	217,192 56
Repairs of tools and machinery in shops	20,739 18	5,184 79	15,554 39
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	98,677 50	24,669 29	74,008 21
Total	621,730 68	153,875 06	467,855 62
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$37,162 55	\$20,305 18	\$16,857 37
Agents and clerks.....	77,128 16	21,515 93	55,612 23
Labor—loading and unloading freight.....	34,673 79	.....	34,673 79
Porters, watchmen and switch-tenders.....	3,737 55	2,020 85	1,716 70
Car cleaning and inspecting, furniture and fixtures.....	38,402 61	13,097 51	25,305 10
Wood and water station attendance	15,729 82	3,932 44	11,797 38
Conductors, baggage masters and brakemen.....	248,881 14	39,519 55	209,361 59
Engineers and firemen.....	171,397 14	30,727 57	140,669 57
Fuel and cost of preparing for use	193,203 80	30,459 12	162,744 68
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	33,146 24	6,949 42	26,196 82
Telegraph, mail and station expenses, including over charges.	89,033 29	20,687 98	68,345 31
Loss and damage of goods and baggage	33,024 17	.....	33,024 17
Tolls over other roads, and Philadelphia and Erie tolls.....	799,911 44	38,063 47	761,847 97
Use of freight cars.....	10,734 03	.....	10,734 03
Shoveling snow	10,180 41	2,545 10	7,635 31
Damage for injury of persons.....	31,380 86	31,380 86	.....
State taxes on tonnage and revenue.....	39,660 72	5,661 15	33,999 57
General superintendence.....	13,275 00	3,317 50	9,957 50
Total	1,880,662 72	270,183 63	1,610,479 09
Grand total.....	3,542,203 73	688,638 76	2,853,624 97

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders	\$44,000 00
From sale of bonds	1,121,600 00
Other sources	None.
Total	<u><u>1,165,600 00</u></u>

RECEIPTS.

Passengers	\$607,878 94
Freight	2,800,358 31
Mail and express	63,004 26
Miscellaneous	71,022 22
Total	<u><u>3,542,263 73</u></u>

Summary of payments :

For construction and equipment	\$586,134 09
Maintaining the road, &c.—repairs of machinery and operating the road	2,743,702 66
Dividends	None.
Interest	926,798 83
Miscellaneous	None.
Surplus funds	None.
State tax on tonnage and revenue	39,270 14
State taxes	54,373 53
United States taxes	5,250 00
Total	<u><u>4,355,529 25</u></u>

Cost of transportation :

Cost per passenger per mile, proximate average..	$3\frac{48}{100}$ cents.
Cost per ton freight per mile, proximate average..	$\frac{905}{1000}$ “

What express companies run on your road, and on what terms?
Road leased to Pennsylvania railroad company.

What transportation or freight companies run on your road,
and on what terms? Road leased to Pennsylvania railroad com-
pany.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	4	24
Employees.....	11	48
Others.....	6	9
	<hr/>	<hr/>
Total.....	21	81
	<hr/>	<hr/>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson	Philadelphia.
Edward F. Gay.....	Philadelphia.
Samuel T. Bodine.....	Philadelphia.
Wistar Morris.....	Philadelphia.
Washington Butcher.....	Philadelphia.
Jacob P. Jones	Philadelphia.
Josiah Bacon.....	Philadelphia.
John M. Kennedy.....	Philadelphia.
Henry D. Moore.....	Philadelphia.
Joseph W. Gaskill.....	Philadelphia.
J. Alexander Simpson	Philadelphia.
James D. Whetham.....	Philadelphia.
John Noblit	Philadelphia.
Edward F. Gay, President.....	Philadelphia.
George P. Little, Secretary and Treasurer.....	Philadelphia.

(No. 82.)

PHILADELPHIA, GERMANTOWN AND NORRISTOWN.

[For the financial year ending September 30, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS :

Personally appeared Coffin Colket, president, and Alexander E. Dougherty, treasurer, of the Philadelphia, Germantown and Norristown railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) C. COLKET, *President.*

A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this }
 20th day of October, 1871. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,500,000 00
Amount of stock subscribed, (including amount of loan converted and stock issued under act ap- proved March 29, 1870,).....	2,231,900 00
Amount paid in as by last report, (including loan converted,)	1,626,250 00
Total amount now paid in of capital stock, (includ- ing loan converted and stock issued under act approved March 29, 1870,).....	2,231,900 00
Funded debt, as per last report.....	25,400 00
The amount now of funded debt	None.
Date and rate per cent. per annum of dividend or dividends: Cash, March 13, June 5 and Septem- ber 4, each.....	3 per cent.
Number of shares of stock issued: 44,598, March 13; 44,638, June 5; 44,638, September 4.	
Par value of each share	\$50 00

Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared: \$2,229,900, March 13; \$2,231,900, June 5; and \$2,231,900, September 4.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,139,078 84	\$1,146,538 43
Equipment	362,963 79	368,261 58
Total cost	<u>1,502,042 63</u>	<u>1,514,800 01</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Norristown	17 miles.
Length of main line of road laid, (including Germantown branch,)	20 "
Length of main line of road laid in Pennsylvania,	20 "
Length of double track of road	20 "
Length of sidings	5 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track: 50, 57, 58 and 67 pounds.	
Branch roads owned by the company, and their length, viz: Germantown.....	3 miles.
Roads worked or leased by the company, viz: The Chestnut Hill and Plymouth, during October and November, 1870. Since December 1, 1870, the Philadelphia, Germantown and Norristown railroad, and the Chestnut Hill and Plymouth railroads, have been worked, under lease, by the Philadelphia and Reading railroad company.	
Number of engine houses and shops.....	4
Number of engines	24
Number of first class passenger ears, (average cost of each, \$2,209,).....	45
Number of baggage, mail and express cars, (average cost of each, \$1,211,).....	13

Number of freight cars, (average cost of each, \$469,)	192
Number of iron bridges, (total length in feet, 33,)..	1
Number of wooden bridges.....	16
Number of railroads crossed: Three city railways cross the road of this company.	
Number of stations on main road, passenger.....	17
Number of wood and water stations on main road,	4
Value of real estate held by the company, exclu- sive of roadway	\$500,793 49
How is track laid, and on what foundation? With iron and steel rails, oak and chestnut cross-ties, on cinder and broken stone.	
Length in miles laid with steel rail	<u><u>3½ miles.</u></u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of passengers (all classes) carried in cars, for two months.....	513,981
Gross amount of tonnage for two months, (2,000 pounds per ton,).....	<u><u>134,063</u></u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

October, 1870	257,841
November, 1870.....	<u><u>256,140</u></u>

The amount of freight, specifying the quantity in tons:

Anthrâcite coal.....	89,810	Agricultural products, merchan-	
Bituminous coal.....	7,053	dise and manufactures	5,430
Petroleum and other oils, included in merchandise.		Live stock.....	None.
Pig iron, railroad iron, and other iron or castings.....	10,925	Lumber	1,980
Iron and other ores.....	4,566	Other articles.....	6,787
Stone and lime	7,507		<u><u>134,063</u></u>

PHILADELPHIA, GERMANTOWN AND NORRISTOWN

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$12,222 65
Taxes on real estate.....	192 99
Total	<u>12,415 64</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$4,281 48
Repairs of passenger and baggage cars	7,821 25
Repairs of freight cars.....	3,090 50
Repairs of tools and machinery in shops, estimated,	575 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops, estimated	350 00
Total.....	<u>16,118 23</u>

Operating the road :

Office expenses, stationery, &c.....	\$3,621 03
Agents and clerks	3,220 48
Labor—loading and unloading freight.....	2,364 68
Porters, watchmen and switch tenders.....	2,531 50
Car cleaning and inspecting, furniture and fixtures,	540 00
Wood and water station attendance	1,467 81
Conductors, baggage masters and brakemen.....	4,764 60
Engineers and firemen.....	4,896 18
Fuel and cost of preparing for use, oil and waste for engines and tenders, passenger, baggage and freight cars	13,941 49
Loss and damage of goods and baggage.....	378 10
Tolls over bridge	1,519 22
Damage for injury of persons.....	1,360 71
Damage to property, including damage by fire and cattle killed on road	50 00
General superintendence	7,865 91
Contingencies	5,421 18
Total	<u>53,942 89</u>

RECEIPTS.

Months.	Passengers.	Freight.	*Mail.	Miscellaneous.	Total.
October, 1870	\$36,421 61	\$25,770 29	\$16 03	\$8,111 52	\$70,319 45
November, 1870	34,677 50	26,254 89	153 07	5,616 71	66,702 17
December, 1870 .....	.....	27,033 06	21 73	1,813 67	28,868 46
January, 1871 .....	.....	.....	91 60	710 56	802 16
February, 1871 .....	.....	.....	.....	117 51	117 51
March, 1871 .....	.....	.....	.....	77,371 43	77,371 43
April, 1871 .....	.....	.....	.....	9,033 63	9,033 63
May, 1871 .....	.....	.....	.....	79	79
June, 1871 .....	.....	.....	.....	77,371 44	77,371 44
September, 1871 .....	.....	.....	.....	78,211 43	78,211 43
Total	71,099 11	79,058 24	282 43	†258,358 69	408,798 47

Summary of payments :

For construction and equipment	\$12,757 38
Maintaining the road, &c.—repairs of machinery and operating the road.	82,476 76
Dividends	271,286 50
Interest	100 80
Miscellaneous	42,832 70
State taxes	14,253 34
United States taxes	4,301 66
Total	<u>428,009 14</u>

ACCIDENTS.

	Killed.	Injured.
Passengers	0	3
Others	3	0
Total	<u>3</u>	<u>3</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1870.

October 10. The 3.45 P. M. train struck and instantly killed Franklin Butler, at Fisher's Lane station.

* Express included in freight.

† This amount includes the rent of road, rolling stock, &c., as per lease with Philadelphia and Reading railroad company.

October 19. Joseph Galliger fell from the 8 P. M. train from Norristown, at Tenth and Diamond streets. He was injured by the fall, but not seriously.

October 25. Abraham Beswick, aged about twelve years, at Mogee's station jumped from a car of the 8.50 A. M. train from Norristown. One of his legs was severely injured, and amputated.

November 2. A man, name unknown, was walking on the tracks between the crossing, at Tenth and Turner's lane, and was struck by the 6¼ P. M. train from Philadelphia. He was fatally injured, and died at the hospital the next day.

November 19. Catharine Smith attempted to leave a car of the 5½ P. M. train from Philadelphia, when the train was in motion. She fell on the track; one of her feet was crushed, and amputated.

November 30. Joseph Ambruster, when on the track, was struck by the engine of a cinder train, at Columbia avenue, and fatally injured, and died the same evening.

On the tenth of November, 1870, the railroad of this company, including its branch, known as the Plymouth railroad, the appurtenances of both, the locomotives, cars and other rolling stock, &c., were leased to the Philadelphia and Reading railroad company, for the term of nine hundred and ninety-nine years.

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
Coffin Colket.....	Philadelphia, Pa.
J. J. Woodward	Philadelphia, Pa.
J. Warner Johnson.....	Philadelphia, Pa.
William Musser.....	Philadelphia, Pa.
Joseph Perot	Philadelphia, Pa.
William H. Slingluff.....	Norristown, Pa.
J. V. Williamson	Philadelphia, Pa.
Joseph Swift.....	Philadelphia, Pa.
William Harmar.....	Philadelphia, Pa.
William H. Hart.....	Philadelphia, Pa.
Charles Ellis.....	Philadelphia, Pa.
W. S. Wilson.....	Philadelphia, Pa.
Coffin Colket, President.....	Philadelphia, Pa.
Alexander E. Dougherty, Seeretary and Treasurer.....	Philadelphia, Pa.

(No. 83.)

PHILADELPHIA AND READING.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Franklin B. Gowen, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading railroad company, and in due form of law made oath and affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*
 S. BRADFORD, *Treasurer.*

Sworn, affirmed and subscribed before }
 me, this 16th day of January, 1872. }

B. F. HORAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount paid in as by last report.....	\$30,401,600 28
Total amount now paid in of capital stock.....	31,566,575 28
Funded debt, as per last report.....	10,154,970 08
The amount now of funded debt, as follows :	
Mortgage bonds.....	\$17,743,700 00
Bonds without mortgage	3,659,500 00
Total	21,403,200 00
Bonds and mort-	
gages on real	
estate	\$1,318,534 00
Less ground rents,	785,251 00
	533,283 00
	21,936,483 00
Rate per cent. per annum of interest on funded	
debt.....	5, 6 & 7 per ct.

Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, 5 per cent., each, June and December, 1871.

Number of shares of stock issued	631,331
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared: June, 1871, \$31,554,075 28; December, 1871, \$31,566,575 28.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$19,410,393 59	\$24,046,452 47
Equipment	12,366,079 48	14,630,623 01
Total cost	<u>31,776,473 07</u>	<u>38,677,075 48</u>

CHARACTERISTICS OF ROAD.

Length of main line of road laid	260 miles.
Length of main line of road laid in Pennsylvania..	260 “
Length of double track of road	151 “
Length of sidings: Main line, $158\frac{8}{10}$ miles; total length of track, including sidings of main line and roads owned, leased or constructed by the company	$1,266\frac{3}{10}$ “
Gauge of road.....	4 feet $8\frac{1}{2}$ in.
Weight of rail per yard on main track	64 & 68 lbs.
Branch roads owned by the company, and their length, viz: Port Kennedy railroad, $1\frac{2}{10}$ miles; West Reading railroad, $1\frac{9}{10}$ miles.	
Roads worked or leased by the company, viz: Mill Creek railroad, Schuylkill Valley railroad, Mount Carbon railroad, Mount Carbon and Port Carbon railroad, East Mahanoy railroad, Little Schuylkill railroad, East Pennsylvania railroad, Mine Hill railroad, Pickering Valley railroad, Chester Valley railroad, Perkiomen railroad, Colebrookdale railroad, Philadelphia, Germantown and Norristown railroad, Chestnut Hill railroad, Plymouth railroad, Allentown railroad.	

Number of engine houses and shops: 20 engine houses, 14 shops.	
Number of engines	343
Number of first class passenger cars, 8 wheel, (average cost of each, \$4,168,)	182
Number of baggage, mail and express cars, (average cost of each, \$1,782,)	47
Number of freight cars, (average cost of each, \$665,)	2,269
Number of coal cars, 8 wheel, (average cost of each, \$544,)	9,794
Number of iron bridges, (total length in feet, 1,480,)	26
Number of wooden bridges, (total length in feet, 1,958,)	22
Number of stone bridges, (total length in feet, 6,101,)	54
Number of railroads crossed: Locomotive, 7; horse, 7.	
Number of stations on main road	60
Number of wood and water stations on main road: 23 water, 10 wood.	
Value of real estate held by the company, exclusive of road way	\$5,067,840 56
Number of tunnels, (length of each, Pulpit Rock, 1,657 feet; Black Rock, 1,932 feet; Flat Rock, 932 feet)	3
How is track laid, and on what foundation? Broken stone and furnace cinder.	
Length in miles laid with steel rail	10

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains on main line and branches	1,104,468
Number of miles run by freight trains on main line and branches	1,018,629
Number of miles run by coal trains on main line only	1,546,790
Number of through passengers for the year on main road and branches	719,845

Number of passengers (all classes) carried in cars, main road and branches.....	5,766,934
Number of tons of 2,000 lbs. of through freight and coal for the year on main road.....	6,605,189
Gross amount of tonnage for the year, (2,000 lbs. per ton,) including materials for use of road....	9,465,572
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	22
Average rate of speed adopted by express trains, including stops.....	27
Average rate of speed adopted by freight trains, including stops.....	8 to 14
Weight of first class passenger engines	18 to 29
Weight of freight engines	24 to 32

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

December, 1870.....	164,993	July, 1871.....	587,242
January, 1871.....	651,663	August, 1871.....	609,332
February, 1871.....	337,836	September, 1871.....	641,049
March, 1871.....	396,316	October, 1871.....	547,400
April, 1871.....	449,917	November, 1871.....	429,854
May, 1871.....	482,390		
June, 1871.....	468,942	Total.....	5,766,934

The amount of freight, specifying the quantity in tons, main road and branches :

Anthracite coal.....	5,869,013	Merchandise and manufactures,	265,358
Bituminous coal	853,869	Live stock.....	187,744
Petroleum and other oils.....	11,468	Lumber	176,206
Pig iron	237,622	Other articles.....	201,366
Railroad iron.....	94,401	Company's materials and mer- chandise.....	437,456
Other iron or castings.....	157,841		
Iron and other ores.....	423,863	Total.....	9,465,572
Stone and lime	328,533		
Agricultural products.....	220,832		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers, average	2 $\frac{5}{10}$ cents.
For first class way passengers, average	2 $\frac{5}{10}$ "
For second class through passengers, average	2 $\frac{1}{10}$ "
For second class way passengers, average	2 $\frac{1}{10}$ "

The rate per ton, (of 2,000 pounds,) per mile, charged for freight :

For freight and tolls on coal, average.....	$1\frac{77}{100}$ cents.
For freight and tolls on merchandise, average.....	$2\frac{60}{100}$ “
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings.....	\$1,261,951 53	\$267,521 54	Mdse. and coal. \$994,429 99
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$416,238 93	.....	.....
Repairs of passenger and baggage cars.....	91,795 12	.....	.....
Repairs of freight and coal cars.....	755,642 81	.....	.....
Repairs of planes and stationary engines.....	56,764 69	.....	.....
Depots, offices, &c.....	23,182 13	.....	.....
Signal towers, water stations, &c.....	6,019 04	.....	.....
Total.....	1,349,642 72	\$141,712 49	\$1,207,930 23
OPERATING THE ROAD.			
Office expenses, stationery, &c., agents, clerks and superintendents	\$276,762 35	.....	.....
Labor—loading and unloading freight, porters, watchmen and switch tenders, car cleaning and inspecting, furniture and fixtures, wood and water station attendance.....	393,612 90	.....	.....
Conductors, baggage masters and brakemen, engineers and firemen, and all train hands, Fuel and cost of preparing for use	1,020,449 76	.....	.....
Oil, tallow and waste for engines and tenders, passenger, baggage and freight cars	621,251 36	.....	.....
Hauling and assorting cars in coal region and at Richmond	138,630 68	.....	.....
Salaries of officers and clerks, law, stationery, advertising, &c., contingencies, sundries, water rents, &c.....	118,197 49	.....	.....
	279,437 08	.....	.....
Total.....	2,758,401 62	\$450,289 06	\$2,308,112 46

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From sale of bonds..... \$12,980,600 00

RECEIPTS.

Months.	From coal.	From merchandise.	From travel.	From mail.	Miscellaneous.	Total.
Dec., 1870...	\$591,953 95	\$163,051 60	\$136,453 70	\$2,933 25	\$4,835 75	\$899,258 25
Jan., 1871...	233,211 80	148,769 33	115,995 14	2,925 71	5,464 79	506,366 80
Feb., 1871...	160,819 46	159,390 01	93,414 91	2,918 25	6,502 83	423,045 46
Mar., 1871...	321,458 65	191,302 79	120,858 26	2,752 62	8,133 36	644,505 68
April, 1871...	351,720 54	194,123 48	124,362 52	2,943 24	12,428 43	688,578 21
May, 1871...	717,764 03	186,532 93	144,670 90	3,503 58	10,527 53	1,063,001 97
June, 1871...	1,136,740 99	223,787 69	133,980 18	3,080 73	12,498 35	1,510,087 94
July, 1871...	856,727 12	179,322 59	166,150 99	3,080 75	8,021 79	1,213,303 24
Aug., 1871...	953,465 78	222,162 11	172,007 53	3,081 87	8,915 98	1,359,633 32
Sept., 1871...	1,010,349 36	234,880 73	163,008 49	3,240 75	6,661 49	1,418,140 82
Oct., 1871...	1,066,194 50	185,312 70	152,147 87	3,107 40	6,880 84	1,413,643 31
Nov., 1871...	883,886 96	217,976 65	118,344 32	3,107 41	199,963 15	1,423,278 49
Total....	8,287,293 14	2,306,642 61	1,641,394 86	33,678 59	290,834 29	12,562,843 49

Summary of payments:

Maintaining the road, &c.—repairs of machinery and operating the road.....	\$5,369,995 87
Dividends and United States and State taxes on dividends	3,344,876 30
Interest on bonded debt and bonds and mortgages on real estate	812,274 05
Miscellaneous, rents of laterals, dumpage, &c.....	1,190,370 64
Surplus funds appropriated for renewing railroad iron	695,935 68
Municipal taxes	86,611 17
State taxes on tonnage, real estate and gross receipts	187,466 87
United States excise stamps	25,522 79
Total.....	<u>11,713,053 37</u>
Total amount of surplus fund.....	<u>\$2,504,420 10</u>

Cost of transportation:

Cost per passenger per mile, proximate average..	1 $\frac{28}{100}$ cents.
Cost per ton freight per mile, proximate average..	1 $\frac{15}{100}$ "
Cost per ton coal per mile, proximate average	$\frac{74}{100}$ "

NOTE.—Taxes, cost of renewing rails and interest not included.

ACCIDENTS.

	Killed.	Injured.
Employees.....	14	10
Others.....	24	16
	—	—
Total.....	38	26
	=	=

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1870.

Dec. 10. Farias Shock fell from a freight train at Leesport, and had his left arm cut off.

Dec. 22. Robert Danton while standing too close to the track at Lorberry junction, was struck and killed by a passenger train.

Dec. 26. Jonas Christman while crossing the track at Lichtenwalner's crossing, was struck by a passenger train and slightly hurt.

1871.

Jan. 17. John Kennedy fell asleep under a passenger car at Manayunk, and was badly cut when the train moved.

Jan. 27. George Friend was struck by a passenger train at Perkiomen junction, and badly hurt.

Feb. 7. William Ressler fell from a coal train at Good Spring station, and was run over and killed.

Feb. 25. John Callaghan was killed at Harrisburg, while engaged in coupling cars.

Feb. 25. Daniel O'Regan was run over and killed at Palo Alto.

Feb. 25. Francis Noll was run over and killed at Reading, by a passenger engine.

March 4. Ludwig Bauer lost an arm, while engaged in coupling cars at Reading.

March 7. John Culp had his leg crushed at Trevorton, by the wheels of a car.

March 28. Michael Doyle, engaged in picking coal at Mill Creek junction, was run over and killed.

April 22. A woman, named Taylor, engaged in picking coal at Port Clinton, was run over and killed by a coal train.

April 26. Augustus Hoy was run over and killed, three miles north of Reading, by a passenger train.

May 4. A boy, named Dodson, had his arm broken by freight cars at Tamaqua.

May 20. John Wentzel had his heel run over by coal cars, below Hamburg.

May 25. Thomas Harcastle was run over and killed by a passenger train, near Swedeland station.

May 27. Henry Sassaman was run over and killed at Reading, by a shifting engine.

May 28. Samuel Delaney was run over and killed at the crossing of Pennsylvania avenue with Thompson street, Philadelphia.

May 31. William Dougherty jumped from a freight train at the crossing of Pennsylvania avenue with Green street, Philadelphia, and was killed.

June 3. Terence Carberry was killed at Falls bridge by a coal train.

June 8. Edward McDonald was killed by a passenger train, near Mill Creek bridge.

June 9. A passenger train ran over some cattle, by which two cars were thrown from the track. Joseph R. Thomas, conductor, was killed, and Emma Keller, and a boy, named Rodearmel, were wounded.

June 10. George Derr attempted to jump on an engine, on the Mount Carbon and Port Carbon railroad, but missed his footing and was run over and killed.

June 14. Jacob Godshalk was badly hurt at Lebanon, while coupling cars.

June 25. James Carlin had his foot crushed by a coal train, near Pencoyd iron works.

June 27. Urias Wise, standing on top of a car at Alburtis, struck against a bridge and was killed.

July 6. Jacob Bender was cut and bruised in jumping from a passenger train at Rutherford station, Lebanon Valley branch.

July 8. John H. Schreider, while crossing the track above Pencoyd iron works, was struck by a freight train and killed.

July 17. George Tryon had a leg crushed by a coal train, at Norristown railroad bridge.

July 18. Arnold Pinneck was run over and killed by an engine, at Broad street, Philadelphia.

July 21. James Hayburn was found badly wounded near Spring Mill; supposed to have fallen from a train.

July 21. George Harris fell from a coal train near Keffer's station, and had his arm mashed.

July 25. William Boon fell from a coal train near Reading, and was killed.

Aug. 12. William Lewis tried to get on a train near Mount Carbon; he fell under the cars, lost a leg, and died soon afterwards.

Aug. 12. Daniel Hill was killed by a train at Port Kennedy.

Aug. 18. George Moyer, engaged in coupling cars at Lebanon, had his leg crushed.

Aug. 18. Philip Bowser, a deaf person, walking on the track at Harrisburg, was killed by a shifting engine.

Aug. 18. David Fegley was struck by a shifting engine at Tipton, and lost a leg.

Aug. 26. A passenger train ran over some cattle on the Schuylkill and Susquehanna railroad, near "The Forge;" Mrs. Jackson was badly hurt.

Aug. 31. Anthony Alber was run over by an engine at Palo Alto shops, and was fatally hurt.

Sept. 2. William Boody was struck by freight cars on Willow street, Philadelphia, and fatally hurt.

Sept. 6. John Everherdt was killed on Richmond branch, Philadelphia, by a coal train.

Sept. 13. John Egen was slightly hurt by a collision of coal cars at Merion station.

Sept. 14. Henry Engle was badly bruised by being thrown from his wagon at Douglassville, by a passenger train.

Sept. 14. Samuel Friday fell from a passenger train near Exeter station, and was slightly hurt.

Sept. 25. Michael Collins fell under a coal train at Philadelphia, and was fatally hurt.

Sept. 26. Lewis Bault was hurt at Reading, by being caught between coal cars.

Sept. 28. Benjamin Emerich was run over and killed by a coal train near Port Clinton.

Sept. 29. Edward Coonan was run over and killed by a coal train at Palo Alto.

Oct. 4. Philip Fox had his leg crushed by a collision of cars at Lebanon.

Oct. 11. Mr. Dearolf was killed at Pottstown by a freight train.

Oct. 16. John Moll was killed at Reading by a freight train.

Oct. 17. Elizabeth Slaughter was killed by a passenger train near Broad street, Philadelphia.

Oct. 23. Casper Dash had his hip dislocated, by being caught between the cars and a bridge at Harrisburg.

Oct. 29. Jefferson Snell was fatally hurt in attempting to get on a passenger train at Wissahickon.

Nov. 2. Lafayette Baker fell from a coal train above Auburn, and was fatally hurt.

Nov. 9. John Sharpless was knocked from the Schuylkill river bridge on Perkiomen railroad and drowned.

Nov. 16. Samuel Kistler was slightly hurt, while trying to drive across the track in front of a coal train at Little Schuylkill tunnel.

Nov. 24. William Wahl was thrown under a freight train at Reading, run over and fatally hurt.

Nov. 23. Edward Laugherty was run over by a coal engine on the Mount Carbon and Port Carbon railroad, and instantly killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. Pratt M'Kean	Philadelphia.
A. E. Borie.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst.....	Philadelphia.
Charles E. Smith.....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
J. W. Jones, Secretary.....	Philadelphia.
S. Bradford, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent.....	Philadelphia.
J. E. Wootlen, Assistant Superintendent.....	Reading.
Wm. Lorenz, Chief Engineer.....	Philadelphia.
J. L. Bell, General Freight Agent.....	Philadelphia.

(No. 84.)

PHILADELPHIA AND TRENTON.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared F. Wolcott Jackson, general superintendent, and Floyd H. White, treasurer, of the Philadelphia and Trenton railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) F. WOLCOTT JACKSON, *Gen. Supt.*
FLOYD H. WHITE, *Treasurer.*

Sworn and subscribed before me, this }
30th day of January, 1872. }

J. P. DELANEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,000,000 00
Amount of stock subscribed	1,259,120 00
Amount paid in as by last report	1,259,100 00
Total amount now paid in of capital stock	1,259,100 00
Funded debt, as per last report	None.
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity,)	None.
2d mortgage bonds, (date of maturity,)	None.
Floating debt as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	None
Rate per cent. per annum of interest on funded debt,	None.
Date and rate per cent. per annum of dividend or dividends: Stock, none ; cash, January, 5 per cent. ; July, 3 per cent.	
Number of shares of stock issued, (and \$20 00 fractions,)	12,591

Par value of each share	\$100 00
Average market value during the year.....	120 00
Amount paid in on each share	100 00
Amount of capital on which the respective dividends were declared.....	<u><u>1,129,100 00</u></u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,497,604 53	\$1,545,950 41
Equipment	<u>Hired.</u>	<u>Hired.</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Kensington to Morrisville.....	26.60 miles.
Length of main line of road laid	26.60 “
Length of main line of road laid in Pennsylvania,	26.60 “
Length of double track of road.....	26.40 “
Length of sidings	9 $\frac{3}{4}$ “
Gauge of road.....	4 feet 10 in.
Weight of rail per yard on main track: 62, 60 $\frac{3}{4}$, 60 and 56 pounds.	
Branch roads owned by the company	None.
Roads worked or leased by the company, viz: The Connecting railway, the Frankford and Holmesburg railroad.....	2
Number of engine houses and shops: 4 engine houses, no shops.	
Number of iron bridges	None.
Number of wooden bridges.....	6
Number of stone bridges.....	None.
Number of railroads crossed, (the Philadelphia and Reading,).....	1
Number of stations on main road, passenger, 20; freight, 12.	
Number of wood and water stations on main road, 5 water and 2 wood.	

Value of real estate held by the company, exclusive of roadway, cost	\$329,626 09
Number of tunnels	None.
How is track laid and on what foundation? With fish joints on cross-ties, gravel ballast.	
Length in miles laid with steel rail	15

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains: Cannot say, as equipment is hired.	
Number of miles run by freight trains: Cannot say, as tolls are paid.	
Number of miles run by coal trains: Cannot say, as tolls are paid.	
Number of through passengers for the year on main road, (of which 18,796 were excursions,).....	802,750
Number of passengers (all classes) carried in cars, (of which 115,019 were excursions,).....	1,276,762
Number of tons of 2,000 pounds of through freight for the year on main road	626,222
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	663,196
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20 to 25
Average rate of speed adopted by express trains, including stops.....	25 to 30
Average rate of speed adopted by freight trains, including stops	8 to 15
Weight of first class passenger engines: Cannot say, as equipment is hired.	
Weight of freight engines: Cannot say, as equipment is hired.	

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	82,402	July, 1871.....	120,796
February, 1871.....	77,308	August, 1871.....	123,779
March, 1871.....	93,424	September, 1871.....	131,040
April, 1871.....	96,747	October, 1871.....	112,890
May, 1871.....	114,676	November, 1871.....	92,087
June, 1871.....	134,817	December, 1871.....	96,796

The amount of freight, specifying the quantity in tons.

Cannot answer, as tolls only are paid.

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	3 cents.
For first class way passengers	3 "
For second class through passengers, emigrant...	2 "
For second class way passengers	<u>None.</u>

The rate per ton, (of 2,000 lbs.,) per mile, charged for freight:

Cannot answer, as tolls only are paid.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings,	\$147,564 25
Taxes on real estate	9,413 71
Total	<u>156,977 96</u>

Repairs of machinery:

None, equipment being hired.

Operating the road:

General expenses, including office expenses, stationery, &c.	29,218 05
Station and terminal, including salaries of agents and clerks, incidentals, &c.	49,533 41
Telegraph	8,693 19
Tolls over other roads	48,617 37
Damage for injury of persons	6,238 52
Damage to property, including damage by fire and cattle killed on road	1,556 50
Contingencies and all other expenses	609,873 96
Total	<u>910,708 96</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	None.
From sale of bonds.....	None.
From other sources.....	<u>None.</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1871.....	\$108,544 57	\$17,408 27	\$289 54	\$7,396 38	\$133,638 76
February, 1871.....	67,384 83	13,994 20	2,820 79	1,105 36	85,305 18
March, 1871.....	66,930 95	14,267 11	289 54	2,019 22	83,506 82
April, 1871.....	78,038 16	17,980 45	289 54	4,972 77	101,280 92
May, 1871.....	96,473 58	13,618 34	2,820 79	1,554 58	114,467 29
June, 1871.....	93,462 04	10,942 48	289 54	1,448 59	106,142 65
July, 1871.....	105,774 40	2,255 87	289 54	5,081 37	113,401 18
August, 1871.....	88,582 54	10,930 47	2,820 79	1,082 10	103,415 90
September, 1871.....	89,951 39	29,989 46	.....	1,129 31	121,070 16
October, 1871.....	114,118 70	14,103 80	289 54	5,315 42	133,827 46
November, 1871.....	95,828 23	13,812 55	3,110 33	1,642 75	114,393 86
December, 1871.....	79,314 00	16,269 79	289 54	2,174 49	98,047 82
Total.....	1,084,403 39	175,572 79	13,599 48	34,922 34	1,303,498 00

Summary of payments:

For construction.....	\$43,345 88
For maintaining and operating the road, &c.....	\$48,267 12
For dividends.....	100,728 00
For interest.....	8,316 83
For municipal taxes.....	9,422 21
For State taxes.....	23,594 29
For United States taxes.....	21,108 51
Total.....	<u>1,059,782 84</u>

What express companies run on your road, and on what terms?
Howard's express, through Belvidere and Delaware R. R. Co.

What transportation or freight companies run on your road, and on what terms? The Camden and Amboy railroad and transportation company, paying tolls.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	1
Employees.....	1	0
Others.....	5	12
Total.....	<u>7</u>	<u>13</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

January 11. A man named William M'Cluskey was struck by 6.15 P. M. line from Bustleton; was walking on track, between Wissonoming and Bridesburg. Died soon after. Coroner's jury exonerated employees from blame.

January 31. Frank Greaves, brakeman on train No. 56, (2.35 A. M.,) from West Philadelphia, fell off or was struck by bridge at Germantown road, and instantly killed. Train No. 52, (12 M. line,) from New York, found him lying on the track. J. Anderson, engineer, and Field, conductor, not being in fault, were retained in the company's service.

February 2. The 9.36 A. M. Belvidere train down struck a horse and wagon, on the first crossing south of Frankford junction; horse killed, and wagon broken. The driver, Michael M'Parlan, was cut about the head, but otherwise not materially injured. Dilley, engineer, and J. Gordon, conductor, not being in fault, both were retained in the employ of company.

March 23. A man named F. Weber fell from the 12 o'clock train, at Bridesburg, and was badly injured; died shortly after. G. Thomas, engineer, and G. Skillman, conductor, not being in fault, both were retained in the employ of the company.

May 6. A man named George Whincliffe, in crossing track near Bridesburg, was struck and fatally injured by 6 P. M. train from New York; was taken to Episcopal hospital, and died May 7. G. Thomas, engineer, and G. Skillman, conductor, not being in fault, both were retained in the employ of company.

June 5. Extra No. 60, bound south, ran over and killed a man; name supposed to be John Price; was walking over Frankford bridge, with his back to the engine. Hartman, engineer, and Allan, conductor, not being in fault, both were retained in the employ of company.

June 12. A man named Frank Conly was injured badly, at Kensington, by being caught between engine No. 40 and the oil house. W. Quigley, engineer, not being in fault, was retained in employ of the company.

July 8. A passenger, name supposed to be Frederick D. Pass,

New York, in attempting to get on 12 M. line, at Holmesburg junction, was injured. G. Thomas, engineer, and G. Skillman, conductor, not being in fault, were retained in employ of the company.

July 30. A woman, name unknown, was run over and killed, between Frankford and Holmesburg, by 3.10 P. M. train from Philadelphia; was walking on the track. Disbrow, engineer, and Simpson, conductor, not being in fault, were retained in employ of the company.

August 14. A man named George Coleman, of New York, had his leg broken while stealing a ride between Philadelphia and Trenton.

August 31. A man, name unknown, was found by train No. 53, near Ridge avenue, on Connecting road, badly injured by some train. B. Brown, conductor, and C. Ryan, engineer, of train No. 53.

October 9. Train No. 94 struck a wagon, containing two men, in Kensington. The horse was injured so badly that it was necessary to kill it. One of the men was bruised and cut about the head, but not seriously injured. G. Haggerty, engineer, and Elias Toy, conductor, not being in fault, were retained in employ of the company.

October 10. A man named Michael Ott, in a carriage, was killed at Clearfield street, Kensington, by 3 P. M. train from Kensington. Dilley, engineer, and Gordon, conductor, not being in fault, were retained in employ of the company.

October 19. A man named Thomas Callahan was run over, and injured badly, near the crossing of N. P. and Connecting railroad, by train No. 79, (11 A. M.,) from Philadelphia. J. Sanford, engineer, and S. Toy, conductor, not being in fault, were retained in employ of the company.

November 3. A man named James Dickey was injured severely, at North Pennsylvania railroad crossing, by train No. 88. Simpson, conductor, and Swain, engineer, not being in fault, were retained in employ of the company.

November 25. A man named George Hunter was struck, but not fatally injured, by train No. 100, (6 P. M.,) from Kensington, above Ann street, Kensington. J. A. Wilson, conductor, and William Quigley, engineer, not being in fault, both were retained in employ of company.

November 27. A man named James Menser was struck, but not fatally injured, at Bridesburg, by train 105, (7.15 P. M.,) from Kensington. Toy, conductor, and Haggerty, engineer, not being in fault, were retained in employ of the company.

December 4. A man named Robert Meir was injured badly, at Cemberler street crossing, Kensington. E. Toy, conductor, and W. Quigley, engineer, not being in fault, were retained in employ of the company.

December 18. An unknown man was struck by extra 159, from Mantua to Jersey city, injuring him badly, between Germantown and North Pennsylvania crossing. Covert, engineer, and McCain, conductor, not being in fault, were retained in the employ of company.

December 25. A man named Thomas Ramsbotham jumped off train 23, on arrival at Kensington depot, and broke his leg. He was removed to St. Mary's hospital. C. Swin, engineer, and W. T. Bailey, conductor.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Vincent L. Bradford.....	Philadelphia, Pa.
William H. Hart.....	Philadelphia, Pa.
William H. Gatzmer.....	Philadelphia, Pa.
Charles Macalester.....	Philadelphia, Pa.
William S. Freeman.....	Philadelphia, Pa.
Asa J. Fish.....	Philadelphia, Pa.
John G. Stevens.....	Trenton, N. J.
Benjamin Fish.....	Trenton, N. J.
John M. Read.....	Philadelphia, Pa.
Ashbel Welch.....	Lambertville, N. J.
Albert W. Markley.....	Camden, N. J.
G. Morris Dorrance.....	Bristol, Pa.
Vincent L. Bradford, President.....	Philadelphia, Pa.
Floyd H. White, Secretary.....	Philadelphia, Pa.
J. Parker Norris, Treasurer.....	Philadelphia, Pa.
F. Wolcott Jackson, General Superintendent.....	Jersey City, N. J.
Thomas B. Fidler, Resident Engineer.....	Lambertville, N. J.
Ashbel Welch, Consulting Engineer.....	Lambertville, N. J.

(No. 85.)

PHILADELPHIA, WILMINGTON AND BALTIMORE.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
 ——— County, } ss:

Personally appeared Isaac Hinckley, president, and Alfred Horner, treasurer, of the Philadelphia, Wilmington and Baltimore railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ISAAC HINCKLEY, *President.*
 ALFRED HORNER, *Treasurer.*

Sworn and subscribed before me, this }
 6th day of January, 1872. }

SAMUEL P. HULL, *Alderman.*

STOCK AND DEBT.

Amount paid in is by last report	\$9,562,650 00
Total amount now paid in of capital stock	10,997,900 00
Funded debt, as per last report.....	2,349,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of ma- turity, July 1, 1884,)	\$345,000 00
2d mortgage bonds, (date of ma- turity, April 1, 1876,)	400,000 00
3d mortgage bonds, (date of ma- turity, April 1, 1887,)	1,000,000 00
	————— 1,745,000 00
Floating debt, as by last report	262,720 00
The amount now of floating debt.....	23,366 56
Total amount now of floating and funded debt....	1,768,366 56
Rate per cent. per annum of interest on funded debt.....	6 per cent.

Date and rate per cent. per annum of dividend or dividends: Cash, December 31, 1870, July 1, 1871, each 4 per cent. and United States tax.

Number of shares of stock issued	219,958
Par value of each share	\$50 00
Average market value during the year, about.....	54 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared: December 31, 1870, \$9,563,150; July 1, 1871, \$10,950,550.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$10,374,468 40	\$11,001,030 05

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Baltimore	95.31 miles.
Length of main line of road laid.....	95.31 "
Length of main line of road laid in Pennsylvania..	18.21 "
Length of double track of road.....	80.59 "
Length of sidings	36.48 "
Gauge of road	4 ft. 8½ inches.
Weight of rail per yard on main track: 51, 56, 57, 58 and 60 pounds.	
Branch roads owned by the company, viz: Port Deposit branch	
	3 $\frac{2}{3}$ miles.
Roads worked or leased by the company, viz: Southwark railroad, New Castle and Wilmington railroad, New Castle and Frenchtown railroad, Delaware railroad, Smyrna Branch railroad.	
Number of engine houses and shops: 4 engine houses, 3 shops.	
Number of engines	61
Number of first class passenger cars, (average cost of each, \$4,000,) 8 12-wheel, 88 8-wheel.....	96
Number of baggage, mail and express cars, (average cost of each, \$1,800,).....	45

Number of freight cars, (average cost of each, \$690,)	1,070
Number of iron bridges, (total length in feet, 286,)	2
Number of wooden bridges, (total length in feet, 14,772,)	39
Number of stone bridges, (total length in feet, 1,157,)	61
Number of railroads crossed	3
Number of stations on main road: Passenger, 42; freight, 23—total	65
Number of wood and water stations on main road,	10
How is track laid, and on what foundation? Cross-ties with wood and iron joint fixtures, and laid in gravel and stone ballasting.	
Length in miles laid with steel rail	74.93

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	578,818
Number of miles run by freight trains	466,217
Number of miles run by construction trains	20,454
Number of through passengers for the year on main road.....	320,608
Number of passengers (all classes) carried in cars..	1,608,033
Number of tons of 2,000 pounds of through freight for the year on main road	134,788
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	348,216
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops.....	26
Average rate of speed adopted by freight trains, including stops: Through, 12 miles; way, 8 miles.	
Weight of first class passenger engines	24 to 33 tons.
Weight of freight engines	29 to 35 "

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal ...	27,415	Stone and lime.....	16,244
Petroleum and other oils.....	6,804	Agricultural products.....	85,210
Pig iron.....	9,917	Merchandise and manufactures ...	52,689
Railroad iron	13,251	Live stock.....	17,413
Other iron or castings	57,483	Lumber.....	33,958
Iron and other ores.....	6,762	Other articles.....	21,070

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	3 cents.
For first class way passengers.....	3½ “
For second class through passengers.....	2 “
For second class way passengers	None.

The rate per ton, (of 2,000 lbs.,) per mile, charged for freight :

For through freight.....	2 cents.
For through coal	1¼ “
For local freight.....	3 “
For local coal	2 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Trans'n.
Repairs or maintenance of way, including buildings.....	\$478,604 53	\$335,023 17	\$143,581 36
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$108,180 49	60,581 07	47,599 42
Repairs of passenger and baggage cars.....	51,157 64	51,157 64	.....
Repairs of freight cars.....	121,856 31	.....	121,856 31
Repairs of tools and machinery in shops.....	17,011 06	11,907 74	5,103 32
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	53,169 17	31,901 50	21,267 67
Total.....	351,374 67		
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$2,632 02	1,863 41	798 61
Agents and clerks: Included below.			
Labor—loading and unloading freight: Included below.			
Porters, watchmen and switch tenders.....	45,833 33	32,033 33	13,750 00
Car cleaning and inspecting, furniture and fixtures: Included below.			
Wood and water station attendance: Included below.			
Conductors, baggage masters and brakemen: Included below.			
Engineers and firemen: Included below.			
Fuel and cost of preparing for use.....	109,325 53	65,595 32	43,730 21
Oil and waste for engines and tenders, passenger, baggage and freight cars: Included below.			
Telegraph, mail and station expenses: Included below.			
Loss and damage of goods and baggage: Included below.			
Tolls over other roads: Included below.			
Use of freight cars: Included below.			
Shoveling snow.....	2,236 78	1,600 75	636 03
Damage for injury of persons: Included below.			
Damage to property, including damage by fire and cattle killed on road: Included below.			
General superintendence and contingencies.....	702,511 56	421,506 94	281,004 62
Total.....	862,619 22	1,013,220 87	679,377 55

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, (new stock,)..... \$1,430,750 00

RECEIPTS.

Passengers.....	\$1,532,820 03
Freight	964,924 10
Mail and express	119,727 64
Miscellaneous	61,393 29
Total.....	<u>2,678,865 06</u>

Summary of payments :

For construction.....	\$627,876 86
Maintaining the road, &c.—repairs of machinery and operating the road	1,692,598 42
Dividends, including United States tax,.....	851,910 65
Interest, &c	84,800 62
Miscellaneous, surplus funds, municipal, State and United States taxes: Included in general ex- penses.	

What express companies run on your road, and on what terms?
Adams express company.

What transportation or freight companies run on your road,
and on what terms? None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	2	3
Others	12	12
Total	<u>14</u>	<u>15</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1870.

November 4. Peter West, colored, aged 19 years, killed in Baltimore while attempting to get on a freight train.

November 25. Thomas Plunkett had foot injured in attempting to get on a moving passenger train at Linwood.

December 16. John Hanna, freight brakeman, fell from train near Stanton and had his leg broken.

1871.

January 2. Conner Gleason, freight brakeman, was run over by an express train below Thurlow station and instantly killed; supposed to have fallen in a fit.

February 11. A man, named Hughes, aged 90 years, was struck by a shifting engine in Wilmington; died February 15, 1871.

March 17. Michael Maguire jumped from a passenger train in Wilmington and was injured.

March 24. Samuel M'Greggor, while riding on a freight train without permission, had his foot hurt by being caught between two bumpers at Lamokin.

March 29. An unknown man walking on track near Holly Oak station, was struck by an express train and killed.

May 20. A colored man walking on track near Chester station, was struck by a passenger train and injured.

May 22. An intoxicated man, walking on track south of Gray's Ferry, was struck by an express train and injured.

May 29. Clinton G. Goslin, baggage master, fell from his train near Thurlow and was instantly killed.

June 7. William Friel, injured by jumping from a passenger train south of Chester.

June 10. John Switzer, struck by a passenger train at Bay View Crossing, near Baltimore, and instantly killed.

June 17. William Hammond, freight brakeman, caught between cars while shifting at Gray's Ferry and injured.

June 26. James Huggard, freight brakeman, had a finger cut off while coupling cars at Trainer's siding.

July 6. Oliver M'Cullough, killed by an express train while attempting to drive across the track south of Elkton.

July 9. An unknown man, in attempting to get on a freight train at Gray's Ferry, fell and had a foot cut off.

July 27. Lawrence Kelly, lying on the track in Chester, was killed by a passenger train.

August 2. James Slaven was found dead on track near Elkton; supposed to have been killed by a passing train.

August 12. Matilda Dennison, colored, in attempting to get off a passenger train after it had started from Perryman's, fell under the cars and was killed.

August 15. An intoxicated man jumped from a passenger train at Gibson's and was injured.

September 9. Thomas Kelly, injured at Wilmington by jumping from a passenger car which was being shifted into the car house.

September 14. An unknown man, walking on track, stepped in front of a freight train at Ellerslie and was killed.

September 17. An unknown man was found on track at east end of Gray's Ferry bridge, with both legs nearly cut off; he had been seen in the neighborhood during the evening intoxicated.

September 26. A colored boy fell under a freight car which was being run into the siding at Magnolia, and died from injuries in a few hours.

October 12. Joseph Carpenter, colored, walking on track in suburbs of Wilmington, was run over by a gravel train and injured.

October 13. Joseph Dougherty, alighting from the wrong side of a passenger train at Crum Creek station, was struck by a freight train and injured.

October 16. Joseph Ervin, aged about 14 years, while riding on a freight train on Washington avenue, without permission, fell under the cars and was instantly killed.

October 21. A child, aged about 2 years, standing on track at North Point crossing, near Baltimore, was struck by a freight train and injured.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley	Philadelphia, Pa.
Samuel M. Felton.....	Thurlows, Pa.
Wm. Sellers.....	Philadelphia, Pa.
Samuel Welsh	Philadelphia, Pa.
Jesse Lane.....	Wilmington, Del.
Jos. Bringham	Wilmington, Del.
Samuel Harlan, Jr.....	Wilmington, Del.
Enoch Pratt	Baltimore, Md.
Thomas Donaldson.....	Baltimore, Md.
Thomas Kelso	Baltimore, Md.
Thomas Whitridge.....	Baltimore, Md.
S. M. Shoemaker.....	Baltimore, Md.
Jacob Tome	Port Deposit, Md.
N. Thayer.....	Boston, Mass.
Wm. Minot.....	Boston, Mass.
Isaac Hinckley, President	Philadelphia.
Alfred Horner, Secretary and Treasurer.....	Philadelphia.

(No. 86.)

PICKERING VALLEY.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and John Welch, treasurer, of the Pickering Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*
 JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1872. }

B. F. HORAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	96,850 00
Total amount now paid in of capital stock.....	90,855 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, April 1, 1900,)	330,300 00
The amount now of floating debt.....	112,712 92
Total amount now of floating and funded debt....	443,012 92
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends.....	
	None.
Number of shares of stock issued.....	1,740
Par value of each share.....	\$50 00
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	<u>\$468,478 64</u>

Equipped by the Philadelphia and Reading railroad co, lessees.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Phoenixville to Byer's Station	11.3 miles.
Length of main line of road laid	11.3 "
Length of main line of road laid in Pennsylvania..	11.3 "
Length of double track of road	None.
Length of sidings .....	.4 miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by the company	None.
Roads worked or leased by the company	None.
Number of engine houses	1
Number of iron bridges, (total length in feet, 66,)..	3
Number of wooden bridges, (total length in feet, 170,)	2
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road	7
Number of wood and water stations on main road,	None.
Number of tunnels	None.
How is track laid, and on what foundation? Wooden cross-ties, broken cinder and stone bal- last.	
Length in miles laid with steel rail	<u>None.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Will be included in return of the Philadelphia and Reading railroad company, lessees.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders	\$79,260 00
From sale of bonds	5,700 00
Total	<u>84,960 00</u>

Summary of payments :

For interest on funded debt	\$22,760 50
For miscellaneous	1,344 28
For State taxes.....	563 50
For United States taxes	431 42

NAMES AND RESIDENCE OF OFFICERS.

Directors.

Levi Prizer,
 Elias Oberholtzer,
 John Oberholtzer,
 John Todd,
 H. K. Brownback,
 Jos. J. Tustin,
 Jacob Beerbrower,

Directors.

Samuel Hollman,
 Adam Raby,
 John Jones,
 Samuel Kreamer,
 James Boyd,
 Charles W. Bean.

Franklin B. Gowen, President..... Philadelphia.
 Albert Foster, Secretary..... Philadelphia.
 John Welch, Treasurer..... Philadelphia.
 G. A. Nicolls, General Superintendent..... Philadelphia.

(No. 87.)

PITHOLE VALLEY.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
Forest County, } ss:

Personally appeared A. H. Steele, president, and John A. Dale, treasurer, of the Pithole Valley railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

A. H. STEELE, *President.*JOHN A. DALE, *Treasurer.*

Sworn and subscribed before me, this }
 3d day of January, 1872. }

J. B. AGNEW,

Prot'y and Clerk of the several courts of Forest county.

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed	250,000 00
Funded debt, as per last report: First report since organization.	
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, May 1, 1881,)	100,000 00
2d mortgage bonds	None.
3d mortgage bonds	None.
The amount now of floating debt	3,247 01
Total amount now of floating and funded debt....	103,247 01
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7; 2d mortgage, none; 3d mortgage, none.	
Date and rate per cent. per annum of dividend or dividends	None.

Number of shares of stock issued	5,000
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

By present report.

Construction and equipment.....	\$100,000 00
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Pithole to Oleopolis.	
Length of main line of road laid.....	7 miles.
Length of main line of road laid in Pennsylvania,	7 “
Length of double track of road.....	None.
Length of sidings.....	1 mile.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track: 56 pounds, 6 miles; 62 pounds, 1 mile.	
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	2
Number of engines	3
Number of first class passenger cars, (average cost of each, \$1,500,).....	1
Number of baggage, mail and express cars, (average cost of each, \$800,)	1
Number of freight cars, (average cost of each, \$600,)	22
Number of coal cars.....	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, about 900,).....	11
Number of railroads crossed	None.
Number of stations on main road	5
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way.....	\$3,000 00

Number of tunnels	None.
How is track laid and on what foundation? On cross-ties ballasted with gravel and earth.	
Length in miles laid with steel rail	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger and freight trains: About 9,000 miles; all trains mixed.	
Number of through passengers for the year on main road and number of passengers (all classes) carried in cars.	8,639
Number of tons of 2,000 pounds of through freight for the year on main road: Account not kept.	
Gross amount of tonnage for the year, (2,000 lbs. per ton:) Account not kept.	
Average rate of speed adopted by ordinary passenger, express and freight trains, including stops, (miles per hour,)	15
Weight of first class passenger engines: 23, 25, 27 tons each.	

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1870	580	May, 1871	866
December, 1870	205	June, 1871	715
January, 1871	494	July, 1871	671
February, 1871	701	August, 1871	643
March, 1871	1,104	September, 1871	620
April, 1871	1,179	October, 1871	564

The amount of freight, specifying the quantity in tons:

No account kept.

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	4½ cents.
For first class way passengers	4½ “
For second class through passengers	None.
For second class way passengers	None.

The rate per ton, (of 2,000 pounds,) per mile, charged for freight :

For through freight.....	15 cents.
For through coal.....	10 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$3,202 23
Taxes on real estate	24 60
Total.....	<u>3,226 83</u>

Repairs of machinery :

Repairs of engines and tenders, passenger, baggage and freight cars	\$1,630 41
Repairs of tools and machinery in shops	4 10
Total.....	<u>1,634 51</u>

Operating the road :

Office expenses, stationery, &c.....	\$232 74
Agents and clerks	1,155 00
Labor—loading and unloading freight	66 92
Porters, watchmen and switch tenders.....	787 75
Conductors, baggage masters and brakemen	2,305 54
Engineers and firemen.....	1,908 16
Fuel and cost of preparing for use	2,416 49
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	284 92
Telegraph, mail and station expenses.....	390 00
Loss and damage of goods and baggage	1 99
General superintendence	2,716 98
Contingencies	161 26
Total.....	<u>12,427 75</u>

Trains mixed, freight and passenger.

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
Nov., 1870.....	\$173 50	\$2,225 70	.....	.....	.....	\$2,399 20
Dec., 1870.....	145 30	1,144 49	.....	.....	.....	1,289 79
January, 1871,	134 50	1,600 82	.....	.....	.....	1,735 32
Feb., 1871.....	203 15	1,321 06	\$24 34	.....	.....	1,548 55
March, 1871...	313 95	879 53	42 83	.....	.....	1,236 31
April, 1871.....	340 10	776 23	51 59	.....	\$245 86	1,413 78
May, 1871.....	241 65	846 79	35 88	.....	.....	1,124 32
June, 1871.....	207 30	295 69	35 65	.....	.....	538 64
July, 1871.....	195 65	437 19	36 71	.....	.....	669 55
August, 1871...	193 20	399 51	33 89	.....	.....	626 60
Sept., 1871.....	174 30	407 81	41 04	.....	.....	623 15
October, 1871,	156 90	604 37	42 01	\$18 64	130 00	951 92
Total	2,479 50	10,939 19	343 94	18 64	375 86	14,157 13

Summary of payments:

For maintaining the road, &c.—repairs of machinery and operating the road \$17,289 09

Total 17,289 09

Total amount of surplus fund None.

Cost of transportation:

Cost per passenger and per ton freight per mile, proximate average: All trains mixed; no separate account kept.

What express companies run on your road, and on what terms? Union express company, 25 cents per 100 pounds.

What transportation or freight companies run on your road, and on what terms? None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. L. M. Barlow.....	New York city.
Charles Day.....	New York city.
J. Y. Dale.....	Tionesta, Pa.
David Jones	Titusville, Pa.
Samuel Rea.....	Pittsburg, Pa.
J. M'Q. Woods.....	Pittsburg, Pa.
A. H. Steele, President	Tionesta, Pa.
J. T. Blair, Secretary.....	Titusville, Pa.
John A. Dale, Treasurer.....	Tionesta, Pa.
J. F. Blair, Superintendent.	

(No. 88.)

PITTSBURG, CINCINNATI AND ST. LOUIS.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared William Thaw, vice president, and Thos. D. Messler, comptroller, of the Pittsburg, Cincinnati and St. Louis railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

WM. THAW, *Vice President.*THOS. D. MESSLER, *Comptroller.*

Sworn and subscribed before me, this }
 8th day of February, 1872. }

THOS. M. BLAIR, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, regulated by
 charter, with power to increase from time to time.

Amount of stock subscribed.....	\$5,424,350 00
Amount paid in as by last report.....	5,424,350 00
Total amount now paid in of capital stock.....	5,424,350 00
Funded debt, as per last report.....	10,027,990 24
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of ma- turity).....	\$6,212,000 00
Mortgage bonds, Columbus and Newark division bonds.....	775,000 00
1st mortgage bonds, Steubenville and Indiana railroad.....	3,000,000 00
2d mortgage bonds, Steubenville and Indiana railroad.....	6,015 24
3d mortgage bonds, (income bonds,).....	11,125 00
	<hr/> 10,004,140 24

Floating debt, as by last report.....	\$1,841,280 65
The amount now of floating debt.....	3,470,121 78
Total amount now of floating and funded debt....	13,474,262 02
Rate per cent. per annum of interest on funded debt: 1st mortgage bonds, P., C. and St. Louis, 7 per cent. ; 1st mortgage bonds, S. and I., 6 per cent. ; Columbus and Newark div., 7 per cent.	
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued.....	108,487
Par value of each share.....	\$50 00
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$14,151,802 69	\$14,552,551 37
Equipment.....	2,562,022 63	3,473,067 17
Total cost.....	<u>16,713,825 32</u>	<u>18,025,618 54</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Co- lumbus, Ohio.....	193 miles.
Length of main line of road laid.....	193 "
Length of main line of road laid in Pennsylvania, Pittsburg to Virginia State line.....	35 $\frac{1}{4}$ "
Length of double track of road.....	7 $\frac{1}{2}$ "
Length of sidings, between Pittsburg and Columbus,	29 $\frac{1}{8}$ "
Length of sidings in Pennsylvania	6 $\frac{1}{4}$ "
Gauge of road	4 feet 9 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	60 and 64 lbs.
Branch roads owned by the company, and their length, viz: Cadiz branch, Junction to Cadiz...	8 miles.
Roads worked or leased by the company, viz: Little Miami railroad, Columbus, Chicago and Indiana Central railway.	
Number of engine houses and shops: 6 engine houses; 3 shops—total	9

Number of engines	102
Number of first class passenger cars, (average cost of each, \$3,500,)	34
Number of baggage, mail and express cars, (average cost of each, \$1,250,).....	18
Number of freight cars, (average cost of each, \$750,)	1,423
Number of coal cars, (average cost of each, \$650,)	150
Number of iron bridges, (total length in feet, 3,450,)	4
Number of wooden bridges, (total length in feet, 8,936 feet,).....	58
Number of stone bridges, (total length in feet, 1,764,)	15
Number of railroads crossed	2
Number of stations on main road: Passenger, 79; freight, 61—total	140
Number of wood and water stations on main road,	24
Value of real estate held by the company, exclusive of road way. Included in cost of road and equipment.	
Number of tunnels, (length of each, 1,393, 2,400, 327, 838, 351, 1,315, 945, 1,396 and 1,290 feet,)..	9
How is track laid, and on what foundation? About one-third stone ballast—balance gravel.	
Length in miles laid with steel rail: 2½ miles steel headed rails, and ½ mile with solid steel.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	662,124
Number of miles run by freight trains.....	1,823,930
Number of miles run by coal trains.....	72,600
Number of through passengers for the year on main road, (estimated,).....	50,994
Number of passengers (all classes) carried in cars, (estimated,)	540,516
Number of tons of 2,000 pounds of through freight for the year on main road, (estimated,).....	474,652
Gross amount of tonnage for the year, (2,000 lbs. per ton, estimated,)	1,236,803

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	22
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	31 tons.
Weight of freight engines.....	33 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

(Estimated.)

January, 1871.....	33,937	July, 1871.....	52,970
February, 1871.....	31,852	August, 1871.....	51,716
March, 1871.....	44,751	September, 1871.....	54,462
April, 1871.....	40,040	October, 1871.....	53,998
May, 1871.....	45,709	November, 1871.....	42,423
June, 1871.....	51,959	December, 1871.....	36,699

The amount of freight, specifying the quantity in tons :

(Estimated.)

Anthracite coal.....	209	Agricultural products.....	306,060
Bituminous coal.....	375,396	Merchandise and manufactures ...	335,507
Railroad iron.....	8,026	Live stock.....	120,424
Iron and other ores.....	18,174	Lumber.....	31,185
Stone and lime.....	2,489	Other articles.....	39,333

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3 cents.
For first class way passengers.....	3½ "
For second class through passengers.....	2 $\frac{1.5}{100}$ "
For second class way passengers.....	None.

The rate per ton, (of 2,000 lbs.,) per mile, charged for freight :

For through freight, per ton per mile, (average,)..	1 $\frac{1}{10}$ cents.
For through coal, per ton per mile, (average,)....	1 "
For local freight, per ton per mile, (average,)....	2½ "
For local coal, per ton per mile, (average,).....	1½ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings	\$308, 469 80	\$202, 823 26	\$405, 646 54
Taxes on real estate	20, 475 06	5, 118 76	15, 356 30
Total	628, 944 86	207, 942 02	421, 002 84
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$199, 129 06	\$30, 441 70	\$138, 687 36
Repairs of passenger and baggage cars	45, 288 69	45, 288 69	.....
Repairs of freight cars	135, 667 74	.....	135, 667 74
Repairs of tools and machinery in shops	20, 913 38	6, 971 12	13, 942 26
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	18, 852 90	6, 284 30	12, 568 60
Total	419, 851 77	118, 985 81	300, 865 96
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$29, 619 30	\$9, 873 10	\$19, 746 20
Agents and clerks	123, 145 49	37, 879 82	85, 265 67
Labor—loading and unloading freight	119, 646 29	.....	119, 646 29
Porters, watchmen and switch tenders	47, 947 02	15, 982 30	31, 964 72
Car cleaning and inspecting, furniture and fixtures	31, 159 69	10, 886 23	20, 773 46
Wood and water station attendance	27, 370 80	9, 123 60	18, 247 20
Conductors, baggage masters and brakemen	199, 054 00	50, 480 27	148, 573 73
Engineers and firemen	166, 796 04	43, 024 81	123, 771 23
Fuel and cost of preparing for use	188, 286 72	47, 993 92	140, 292 80
Oil and waste for engines and tenders, passenger, baggage and freight cars	45, 041 08	13, 320 27	31, 720 81
Telegraph, mail and station expenses	49, 108 54	22, 638 27	26, 470 27
Loss and damage of goods and baggage	35, 064 31	530 28	34, 534 03
Use of freight cars	180, 603 70	.....	180, 603 70
Damage for injury of persons	11, 599 60	8, 317 50	3, 282 10
Damage to property, including damage by fire and cattle killed on road	1, 300 58	451 13	849 45
General superintendence	18, 409 08	6, 136 36	12, 272 72
Contingencies	42, 485 96	14, 161 98	28, 323 98
Total ..	1, 316, 638 20	290, 299 84	1, 026, 338 36

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From other sources \$1,461,088 33

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1871.	\$48,530 03	\$188,367 71	\$7,145 05	\$417 00	\$244,459 79
February, 1871.....	45,547 48	164,531 68	6,890 64	511 50	217,481 30
March, 1871.....	63,736 82	184,467 38	10,265 50	16,091 49	274,561 19
April, 1871.....	57,257 43	171,189 91	10,763 14	253 63	239,464 11
May, 1871.....	63,933 49	171,642 59	9,610 07	679 35	245,865 50
June, 1871.....	71,441 26	183,961 82	9,809 68	413 33	265,626 09
July, 1871.....	67,596 35	187,856 49	7,630 00	1,864 00	264,946 84
August, 1871.....	77,770 85	210,503 57	9,459 05	165 00	297,898 47
September, 1871.....	84,140 59	217,391 11	12,173 66	536 56	314,241 92
October, 1871.....	80,077 57	214,702 89	11,973 80	195 22	306,949 48
November, 1871.....	60,664 89	210,652 59	10,522 25	.....	281,839 73
December, 1871.....	52,480 80	213,940 00	11,375 00	3,018 72	280,814 52
Total.....	773,177 56	2,319,207 74	117,617 84	24,145 80	3,234,148 94

Summary of payments:

For construction and equipment	\$1,311,793 22
For maintaining the road, &c.—repairs of machinery and operating the road	2,344,959 77
For interest.....	694,063 04
For miscellaneous.....	323,946 18
For municipal taxes	886 37
For State taxes.....	19,588 69
Total.....	<u>4,695,237 27</u>

What express companies run on your road, and on what terms? Adams express company, \$124 95 per day, with an additional charge per 100 pounds, for any excess weight carried daily, over the amount of 4,000 pounds eastward, and 16,000 pounds westward.

What transportation or freight companies run on your road, and on what terms? Union and National line; they bear all expenses of forwarding, receiving and billing of freight, except hauling of trains, paying therefor rates which are regulated by current traffic.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	2
Employees.....	1	20
Others.....	9	5
Total.....	<u>10</u>	<u>27</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

January 18. George Gardner, drover, face and head cut, and injured in back ; struck by tank of engine, in Pittsburg yard.

January 22. Andrew M'Murdy, brakeman on No. 29 train, fell between cars while in motion ; was in the act of setting a brake ; right leg taken off above ankle, and left foot injured. Accident occurred one-half mile west of Mansfield.

February 16. Joseph Storry, brakeman, walking alongside of train, and fell over stone wall, at Birmingham. Sprained wrist and bruised hip.

February 17. James Firrerty, track laborer, working on track near Walker's mill ; stone from cut fell, striking him on head.

February 17. Lafayette Mason, brakeman, struck by tunnel, Pittsburg ; knocked off train ; train passed over him, taking one leg off.

February 27. Benjamin Coe Aiken, brakeman, passing from one car to another, fell between them ; car passed over him, crushing one leg and injuring him in back ; died in a few hours. Occurred at Raccoon.

February 28. Mrs. Winfield Scott, passenger on No. 6 train ; about 1½ miles west of Mansfield track spread, throwing train from track ; head cut slightly, and hands bruised.

February 28. James Cassidy, passenger on No. 6 train ; about 1½ miles west of Mansfield track spread, throwing train from track ; head cut slightly.

February 28. George Lowe, brakeman on No. 6 train ; about 1½ miles west of Mansfield track spread, throwing train from track ; hip injured.

March 11. P. Donohue, freight conductor, in assisting to put engine 67 on track, at Burgettstown, wreck frog was thrown out by wheel of engine, fracturing bone above ankle joint.

April 25. David Wallen, brakeman, in attempting to get on train at Dinsmore, was dragged about twenty yards ; bruised in side slightly.

May 1. J. W. M'Cutcheon, freight conductor, thrown from caboose, by car giving a sudden lurch, one mile west of Dinsmore ; elbow dislocated, and bone splintered.

May 4. Charles Farrell, freight brakeman, passing over train at Bulger, fell between cars ; right leg broken above knee.

May 17. William Henniger, killed at Sheridan ; No. 6 was thrown from track by misplaced switch ; was stealing a ride.

May 31. Joseph Paul, laborer, was working in Cork Run tunnel, and while standing on a plank it gave way, and he slid with it down to the track, bruising right leg.

June 19. Thomas Wilson, farmer, attempted to cross track in front of train, at Mansfield ; struck by engine, and killed instantly.

June 26. Evan Louis, laborer in Cork Run tunnel ; scaffold fell, crushing left leg badly ; died same day.

June 26. Henry Holtz, laborer in Cork Run tunnel ; scaffold slipped or gave way ; timber struck him on head, fracturing skull, death resulting in short time.

June 27. Nicholas Powley, killed, about one mile west of Birmingham ; was walking along track, and was struck by passenger train No. 10.

August 24. Martin Leonard, coal miner, killed by some night train, near Mansfield ; supposed to have been drunk.

August 31. J. Rolfe, engineer, head cut, shoulder and arm bruised, injured internally ; caused by track spreading and throwing engine from track, near Walker's mill.

August 31. W. M. Wheeler, fireman, head cut, hand and arm bruised ; caused by track spreading and throwing engine from track, near Walker's mill.

October 2. James Storey, freight brakeman, was jerked off train ; one rib broken.

October 2. John Wilson, brakeman, in passing over train in Pittsburg tunnel, slipped and fell off car ; foot sprained and leg bruised.

October 23. Thomas Cozens and Michael O'Donnell, laborers, were standing on track, near Sheridan, in conversation. No. 10 train struck them, killing Cozens, and injuring O'Donnell so badly that he died within twenty-four hours. They paid no attention to the danger signal.

October 26. Andy Breen, burned so badly that he died October 27; caused by car, loaded with horses, burning near Walker's mill; was stealing a ride.

October 26. Thomas M'Dermot, head and hands burned; caused by car, loaded with horses, burning near Walker's mill; was in charge.

November 5. John Stranderman, brakeman, leg crushed below the knee; caused by hand hold on top of car giving way, throwing him beneath the train; occurred one-half mile west of M'Donalds.

November 7. I. J. Crane, freight conductor, portion of middle finger on right hand taken off while making coupling at Mansfield.

November 16. J. Atterholt, engineer, scaled on face and hands; caused by steam pipe bursting on engine No. 76, in Cork Run tunnel.

November 16. W. H. Lave, brakeman, slightly scalded; caused by steam pipe bursting on engine No. 76, in Cork Run tunnel.

November 22. Patrick Kelly, laborer in Cork Run tunnel, was caught in tunnel by freight train, and injured so badly that he died in a few days afterwards.

November 25. J. W. Campbell, passenger conductor, leg slightly sprained; caused by rail turning and throwing train from track, at road crossing west of Mansfield.

November 25. James Carr, fireman, had foot crushed, causing amputation; caused by rail turning and throwing train from track, at road crossing west of Mansfield.

November 25. John Maloney, brakeman, fingers crushed while coupling cars at Ingram.

December 8. John Stanford, yard brakeman, leg broken while coupling cars in Pittsburg yard.

December 14. J. Furgeson, brakeman, two fingers crushed while coupling cars at Mansfield.

December 26. R. N. Spohn, brakeman, badly injured while making up passenger train in Pittsburg yard. Cars were standing

on a curve; as he stepped in between cars to make coupling, the draw-heads slipped past each other, catching him between the platforms.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
T. A. Scott.....	Philadelphia.
G. B. Roberts.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
S. T. Canby.....	Philadelphia.
H. H. Houston.....	Philadelphia.
William Thaw.....	Pittsburg.
T. L. Jewett.....	Steubenville, O.
James Means.....	Steubenville, O.
Thomas Mears.....	Steubenville, O.
G. W. Adams.....	Dresden, O.
D. S. Gray.....	Columbus, O.
J. N. McCullough.....	Pittsburg.
T. A. Scott, President.....	Philadelphia.
William Thaw, Vice President.....	Pittsburg.
J. N. McCullough, General Manager.....	Pittsburg.
T. D. Messler, Comptroller.....	Pittsburg.
John E. Davidson, Auditor.....	Pittsburg.
M. C. Spencer, Treasurer.....	Pittsburg.
J. G. Morris, Secretary.....	Steubenville, O.
J. D. Layng, Assistant General Manager.....	Pittsburg.
M. J. Becker, Chief Engineer.....	Pittsburg.
F. R. Myers, General Passenger and Ticket Agent.....	Pittsburg.
William Stewart, General Freight Agent.....	Pittsburg.

(No. 89.)

PITTSBURG AND CONNELLSVILLE.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared William Oden Hughart, president, and John H. Page, Jr., treasurer, of the Pittsburg and Connellsville railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) W. O. HUGHART, *President.*
 J. H. PAGE, JR., *Treasurer.*

Sworn and subscribed before me, this }
 6th day of January, 1872. }

B. PAGE, JR., *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$5,000,000 00
Amount of stock subscribed	2,341,974 50
Amount paid in as by last report	1,794,576 43
Total amount now paid in of capital stock	1,959,976 43
Funded debt, as per last report.....	5,500,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1898,)	\$4,000,000 00
2d mortgage bonds, (date of maturity, July 1, 1886,).....	1,000,000 00
Turtle Creek division construction bonds, (date of maturity, August 1, 1889,).....	400,000 00
Bonds secured by real estate, December, 1889 and 1883	100,000 00
	<hr/>
	5,500,000 00
Floating debt, as by last report	1,578,461 13

The amount now of floating debt	\$1,960,775 32
Total amount now of floating and funded debt ...	7,460,775 32
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7; 2d mortgage, 6; others, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued	38,857
Par value of each share	\$50 00
Average market value during the year	25 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared	No dividends.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$4,621,737 43	\$7,330,816 '03
Equipment	409,250 51	620,630 87
Total cost	<u>5,030,987 94</u>	<u>7,951,446 90</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Cumberland, Md.	149 $\frac{6}{10}$ miles.
Length of main line of road laid	145 "
Length of main line of road laid in Pennsylvania,	142 "
Length of double track of road	4 "
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	60 pounds.
Branch roads owned by the company, and their length, viz: Hickman's Run railroad	1 mile.
Roads worked or leased by the company, viz: Mount Pleasant and Broad Ford, and Fayette County.	
Number of engine houses and shops	9
Number of engines	30
Number of first class passenger cars, (average cost of each, \$3,570,)	24

Number of baggage, mail and express cars, (average cost of each, \$3,570,)	9
Number of freight cars, (average cost of each, \$527,)	153
Number of ballast cars, (average cost of each, \$527,)	27
Number of iron bridges, (total length in feet, 3,291,)	28
Number of wooden bridges, (total length in feet, 2,893½,)	52
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road	70
Number of wood and water stations on main road,	22
Value of real estate held by the company, exclusive of road way	\$83,196 32
Number of tunnels: (length of each, Brooke, 1,772; Shoo Fly, 75; Pinkerton, 1,050; Sam Patch, 4,800,)	4
How is track laid, and on what foundation? Broken stone ballast, cross-ties, and iron with fish, bar and trimble joints.	
Length in miles laid with steel rail	<u>None.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	307,365
Number of miles run by freight and coal trains ...	625,483
Number of through passengers for the year on main road	7,923
Number of passengers (all classes) carried in cars,	700,423
Number of tons of 2,000 pounds of through freight for the year on main road	278,371
Gross amount of tonnage for the year, (2,000 pounds per ton,)	717,299
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	16½
Average rate of speed adopted by express trains, including stops	19
Average rate of speed adopted by freight trains, including stops	12
Weight of first class passenger engines	28
Weight of freight engines	<u>32</u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1870.....	45,498	July, 1871.....	100,284
December, 1870.....	45,647	August, 1871.....	70,747
January, 1871.....	46,461	September, 1871.....	62,347
February, 1871.....	44,293	October, 1871.....	58,892
March, 1871.....	48,075		
April, 1871.....	52,829	Total.....	700,423
May, 1871.....	65,506		
June, 1871.....	59,834		

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	565,914	Agricultural products.....	11,545
Petroleum and other oils.....	2,823	Merchandise and manufactures,	42,945
Pig iron	8,416	Live stock.....	5,963
Railroad iron.....	1,454	Lumber	22,758
Other iron or castings: Includ- ed in manufactures.		Other articles.....	2,429
Iron and other ores	11,380	Total.....	717,299
Stone and lime	41,672		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	2 $\frac{1}{4}$ cents.
For first class way passengers	3 “
For second class through passengers	None.
For second class way passengers	None.

The rate per ton, (of 2,000 pounds,) per mile, charged for freight :

For through freight: What we can get.	
For through coal	1 $\frac{1}{2}$ cents.
For local coal	1 $\frac{1}{2}$ “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	<u>\$315,165 61</u>
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Repairs of machinery :

Repairs of engines and tenders	\$52,533 71
Repairs of passenger and baggage cars	20,033 64
Repairs of freight cars	30,229 14

Repairs of tools and machinery in shops	\$4,430 06
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops, including engineers and fireman, \$47,020 17	105,843 93
Total	<u>213,070 48</u>

Operating the road :

Office expenses, stationery, &c	\$12,370 96
Agents and clerks	30,589 06
Labor—loading and unloading freight	25,660 25
Conductors, baggage masters and brakemen.....	64,471 10
Fuel and cost of preparing for use.....	1,564 93
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	371 85
Telegraph, mail and station expenses	12,240 02
Use of freight cars.....	6,214 27
Damage for injury of persons.....	2,857 25
Damage to property, including damage by fire and cattle killed on road.....	5,749 54
General superintendence	3,575 00
Contingencies	53,732 10
Total	<u>219,396 63</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders	\$165,400 00
From sale of bonds	2,776,000 00
Total	<u>2,941,400 00</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscella's.	Total.
November, 1870.....	\$14,875 50	\$44,426 48	\$700 00	\$289 04	\$60,291 02
December, 1870.....	16,007 37	44,182 00	700 00	.....	60,889 37
January, 1871	15,996 75	40,040 07	700 00	226 23	56,963 05
February, 1871.....	14,133 35	41,931 90	700 00	622 91	57,388 16
March, 1871.....	18,154 60	47,913 77	700 00	322 03	67,090 40
April, 1871.....	18,245 97	51,115 10	700 00	814 79	70,875 86
May, 1871.....	26,447 54	65,550 88	1,000 00	1,549 51	94,547 93
June, 1871.....	24,731 05	64,013 97	1,000 00	1,370 25	91,115 27
July, 1871.....	30,324 49	57,872 19	1,403 33	1,381 32	90,981 33
August, 1871	31,859 54	69,535 23	1,403 33	4,411 68	107,209 78
September, 1871.....	26,899 77	74,881 30	1,403 33	1,036 75	104,221 15
October, 1871.....	26,028 11	75,473 55	1,403 33	510 82	103,415 81
Total	263,704 04	676,936 44	11,813 32	12,535 33	964,989 13

Summary of charges :

For construction and equipment.....	\$2,920,458 96
For maintaining the road, &c.—repairs of machinery and operating the road	747,632 72
For dividends	None.
For interest.....	214,941 28
For miscellaneous	642,855 62
For surplus funds.....	None.
For municipal taxes.....	2,743 87
For State taxes.....	10,097 86
For United States taxes	26,015 50
Total amount of surplus fund	None.

What express companies run on your road, and on what terms ?
 Adams express company. Terms: \$400 per month for the first half year ; \$700 per month for the last half year.

What transportation or freight companies run on road, and on what terms ? None.

ACCIDENTS.

	Killed.	Injured.
Passengers	0	2
Employees.....	10	17
Others.....	5	3
Total.....	15	22

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1870.

January 13. Thomas M. Johns, killed by jumping off construction train at Laurel Run.

January 23. Wm. McKee, brakeman, injured by slipping off of Pittsburg coal train west of Robinson and Campbell's switch ; severe scalp wound.

January 31. H. Kellerman, conductor, slipped and fell from top of box car, at Dunbar ; arm broke.

1871.

February 11. Chas. Burnell, injured between Bear and Workman's Run ; leg amputated.

February 22. Son of Zimmerman, killed at Rraddocks by Pittsburg coal train ; caused, it is supposed, by trying to jump on train.

Finton Whalen, employee, killed at Marion station by third McKeesport accommodation east ; by being foully dealt with is the supposition of his friends, who think he was killed and placed on track.

February 27. David Nimick, killed on track at Sterling mines by mail train east.

March 20. Indian creek bridge gave way, injuring the follow-persons :

Hugh Cenven, one leg and arm amputated ; died March 23.

Mr. Woodside, injured in spine.

F. W. Smith, road-master, injured in legs and back.

P. McGovern, wreck, injured in back, neck and legs.

Fred. Wilhelm, wreck, injured in legs and sides.

——— Madigan, seriously injured in side, back and head.

O. O'Donnell, slightly cut in head.

C. A. Kimmel, severely cut in arms.

——— Crouse, killed at Mt. Pleasant by engine No. 5 ; caused by him trying to jump on engine ; died April 28, 1871.

May 25. James Black, brakeman, killed at Mahaffey's cut by 2d B. freight east ; caused by falling off train when brakes were applied.

June 17. Henry Pain, brakeman ; arm amputated ; Laughlin's

station; caused by him, whilst intoxicated, getting off at wrong station, and then tried to get on again; 2d M'Keesport accommodation east.

July 26. Lewis Snowden, killed by falling from car and being run over.

July 31. ——— Shaw, employee; Mt. Pleasant accommodation; by being struck by post, at Morgan mines, throwing him from train; had part of foot amputated.

August 21. J. Weaver, while trying to make coupling of mixed train west, at Port Perry, was caught and injured.

August 23. J. Donaldson was badly hurt and fireman and mail agent slightly hurt at Draketown run bridge.

September 5. F. Frynn, Pittsburg, badly injured by lying on track whilst in a state of intoxication; arm broken.

September 5. Theo. Morrison, Confluence, run over by the freight; supposed to have been intoxicated.

September 6. R. B. Lockhart, Brinton's, by 2d Brinton's; had shoulder blade broken.

September 14. B. F. Bolsinger, Long Siding; 1st Brinton freight; cause not known; scalded badly but not dangerously; fireman also injured.

October 7. James O'Neil, through freight brakeman, was killed at Frank's; caused by switch being misplaced by watchman.

October 9. Theo. Shortly; 2d M'Keesport east; Frankstown; whilst crossing over track, was struck and knocked down by engine, passing over his leg, causing injuries from which he died.

October 10. James Bough, whilst trying to get off engine No. 8, at Frankstown, was thrown over; engine passing over both legs, caused his death.

October 14. Robert Kelley was caught and killed whilst trying to make coupling on Brinton east, at Broadford.

October 20. A. Rohland, killed at Osceola, by through freight west, whilst trying to make coupling.

October 20. ——— Collins, killed; ——— Templeton, leg broken, and ——— Marietta, ankle sprained; collision of western mail at Bidwell's.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Oden Hughart.....	Pittsburg.
G. L. B. Fetterman.....	Pittsburg.
W. S. Bissell.....	Pittsburg.
Cyrus Myers.....	Somerset, Pa.
Wm. Keyser.....	Baltimore, Md.
Hugh Sisson.....	Baltimore, Md.
H. G. Vickery.....	Baltimore, Md.
Wm. H. Perkins.....	Baltimore, Md.
Israel Cohen.....	Baltimore, Md.
Wm. Phillips.....	_____

(No. 90.)

PITTSBURG, FORT WAYNE AND CHICAGO.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared George W. Cass, president, and F. M. Hutchinson, treasurer, of the Pittsburg, Fort Wayne and Chicago railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

G. W. CASS, *President.*F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of January, 1871. }

THOS. M. BLAIR, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law: Regulated by
 charter, with power to increase from time to time.

Amount of stock subscribed, \$11,500,000, and as
 capitalized..... \$19,714,285 71

Amount paid in as by last report, \$11,500,000, and
 as capitalized 19,714,285 71

Total amount now paid in of capital stock, \$11,-
 500,000, and capitalized:

Full \$19,712,000 00

Scrip 2,285 71

..... 19,714,285 71

Funded debt, as per last report 13,663,000 00

The amount now of funded debt, (classified and
 date of maturity,) as follows:

1st mortgage bonds, date of ma-

turity, 1912,) \$5,250,000 00

2d mortgage bonds, date of ma-

turity, 1912,)..... 5,160,000 00

Brought forward	\$10,410,000 00	
O. and P. bridge bonds, (date of maturity, 1876,)	153,000 00	
3d mortgage bonds, (date of maturity, 1912,)	2,000,000 00	
Equipment bonds, (date of maturity, 1874,)	1,000,000 00	
P., F. W. and C. R. R. Co. consolidated bonds, (date of maturity, 1887,).....	100,000 00	
	<hr/>	\$13,663,000 00
Floating debt, as by last report	18,229 62	
The amount now of floating debt	17,229 62	
Total amount now of floating and funded debt ..	13,680,229 62	
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7; 2d mortgage, 7; 3d mortgage, 7.		
Date and rate per cent. per annum of dividend or dividends, cash	7 per cent.	
Number of shares of stock issued	197,142	
Par value of each share.....	\$100 00	
Average market value during the year	98 00	
Amount of capital on which the respective dividends were declared	19,712,000 00	
	<hr/> <hr/>	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$205,412 14	\$202,491 31
Equipment	50,207 17	404,349 71
Total cost.....		<hr/> <hr/> 25,475,572 55

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg, Pa., to Chicago, Ill.	468 $\frac{3}{10}$ miles.
Length of main line of road laid	468 $\frac{3}{10}$ "
Length of main line of road laid in Pennsylvania, ..	49 "
Length of double track of road	45 $\frac{9}{10}$ "
Length of sidings	106 $\frac{1}{10}$ "

Gauge of road	4 feet 9½ in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company, viz: New Castle and Beaver Valley railroad and Lawrence railroad.	
Number of engine houses and shops.....	26
Number of engines	224
Number of first class passenger cars, (average cost of each, \$3,500,)	95
Number of baggage, mail and express cars, (average cost of each, \$1,250,)	54
Number of freight cars, (average cost of each, \$750,)	3,912
Number of coal cars: Owned by individuals.	
Number of iron bridges, (total length in feet, 4,010,)	31
Number of wooden bridges, (total length in feet, 7,324,)	74
Number of stone bridges, (total length in feet, 594,)	28
Number of railroads crossed	21
Number of stations on main road: Passenger, 101; freight, 78; total	101
Number of wood and water stations on main road,	51
Value of real estate held by the company, exclusive of road way: Included in cost of railway, construction and equipment.	
How is track laid, and on what foundation? Cross-ties, gravel ballast, wrought chairs and fish plate joints.	
Length in miles laid with steel rail.	<u>6</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	1,791,770
Number of miles run by freight trains	4,361,292
Number of miles run by coal trains: Included in freight trains.	
Number of through passengers for the year on main road.....	144,688

Number of passengers (all classes) carried in cars,	1,969,867
Number of tons of 2,000 lbs. of through freight for the year on main road	758,088
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	2,047,114
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour.)....	21
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops.....	11
Weight of first class passenger engines	30 tons.
Weight of freight engines	28 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	139,842	July, 1871.....	176,933
February, 1871.....	137,433	August, 1871.....	186,205
March, 1871.....	166,564	September, 1871.....	183,941
April, 1871.....	155,611	October, 1871.....	181,331
May, 1871.....	169,147	November, 1871.....	166,858
June, 1871.....	164,419	December, 1871.....	141,533

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal....	290,599	Merchandise and manufactures...	667,893
Railroad iron.....	61,551	Live stock	205,531
Stone and lime.....	320,319	Lumber	151,028
Agricultural products	248,180	Other articles	102,013

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3 cents.
For first class way passengers.....	3½ "
For second classs through passengers.....	2 $\frac{15}{100}$ "
For second class way passengers.....	None.

The rate per ton, (of 2,000 pounds,) per mile, charged for freight :

For through freight, average.....	1 $\frac{3}{10}$ cents.
For through coal, average	1 "
For local freight, average.....	3 "
For local coal, average.....	1½ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings.....	\$1,076,285 55	\$358,761 85	\$717,523 70
Taxes on real estate.....	61,268 20	19,273 77	41,994 43
Total	1,137,553 75	378,035 62	759,518 13
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$283,469 46	\$64,183 86	\$219,285 60
Repairs of passenger and baggage cars.....	172,293 32	172,293 32	.....
Repairs of freight cars.....	294,090 14	.....	294,090 14
Repairs of tools and machinery in shops.....	49,921 97	16,640 65	33,281 32
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	40,289 41	13,429 80	26,859 61
Total	840,064 30	266,547 63	573,516 67
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$72,424 89	\$24,141 63	\$48,283 26
Agents and clerks	335,356 14	134,757 43	200,618 71
Labor—loading and unloading freight.....	175,177 03	.....	175,177 03
Porters, watchmen and switch-tenders.....	53,354 22	17,784 74	35,569 48
Car cleaning and inspecting, furniture and fixtures	35,788 01	20,022 95	15,765 06
Wood and water station attendance.....	33,900 73	11,500 24	22,400 49
Conductors, baggage masters and brakemen.....	384,841 83	83,744 02	301,097 81
Engineers and firemen.....	343,534 10	89,310 37	254,223 73
Fuel and cost of preparing for use	468,737 90	141,880 07	326,857 83
Oil and waste for engines and tenders, passenger, baggage and freight cars.	72,359 66	18,177 30	54,182 36
Telegraph, mail and station expenses.....	88,839 30	29,613 10	59,226 20
Loss and damage of goods and baggage	9,222 13	.....	9,222 13
Use of freight cars	188,699 62	.....	188,699 62
Shoveling snow	6,650 88	2,216 96	4,433 92
Damage for injury of persons.....	4,325 57	1,997 03	2,328 54
Damage to property, including damage by fire and cattle killed on road.....	2,787 76	2,407 73	380 03
General superintendence.....	28,447 15	9,482 38	18,964 77
Contingencies	74,469 07	24,825 02	49,644 05
Total	2,378,915 99	611,638 97	1,767,277 02

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Rent of railway.	Miscellaneous.	Total.
Jan., 1871.....	\$158,548 36	\$142,250 33	\$20,227 00	\$8,241 26	\$1,590 23	\$630,857 18
Feb., 1871.....	150,203 24	447,898 18	19,273 00	8,241 26	1,554 27	627,169 95
March, 1871....	209,296 06	477,566 41	20,704 00	9,815 35	1,242 87	718,624 69
April, 1871.....	193,743 80	434,515 32	19,750 00	8,241 26	1,194 69	657,445 07
May, 1871.....	218,769 71	441,824 19	20,704 00	8,241 26	1,475 49	691,014 65
June, 1871.....	203,730 83	464,849 41	20,227 00	8,241 28	2,025 91	699,074 43
July, 1871.....	199,268 80	390,574 83	20,227 00	8,241 26	1,746 16	620,058 10
Aug., 1871.....	227,878 66	452,873 51	20,704 00	8,241 26	1,457 63	711,155 06
Sept., 1871.....	247,201 43	477,020 05	20,227 00	8,241 28	1,967 92	754,657 68
Oct., 1871.....	262,482 62	487,968 34	20,227 00	8,241 26	2,297 81	781,217 03
Nov., 1871.....	210,324 83	517,124 65	20,227 00	8,241 26	2,140 40	758,058 14
Dec., 1871.....	171,716 49	544,122 93	20,227 00	8,241 28	1,000 00	745,307 70
Total.....	2,453,164 83	5,578,588 20	242,724 00	100,469 27	19,693 38	8,394,639 68
Profit operating New Castle branch.....						71,850 50
Profit operating Lawrence branch.....						21,331 87
						8,487,822 05

Summary of payments:

For construction and equipment.....	\$606,841 02
For maintaining the road, &c.—re-	
pairs of machinery and operating	
the road	\$4,356,534 04
Less tax	61,268 20
	<hr/> 4,295,265 84
For dividends	1,380,000 00
For interest.....	1,082,050 00
For miscellaneous.....	19,000 00
For municipal taxes: Included in State.	
For State, city and county taxes	75,980 34
For United States taxes	37,435 84
Total.....	<hr/> 7,496,573 04 <hr/>

What express companies run on your road, and on what terms?
 Adams express company, \$457 50 per day.

What transportation and freight companies run on your road, and on what terms: Union railroad and transportation company and Allentown transportation company. The transportation companies are to establish and maintain, at their own expense, independent and efficient agencies in the principal cities east and west, and generally to co-operate with the officers of the company in establishing the lines in public favor, furnish their own cars

and keep them in repair, subject to the approval of the car inspector of the railway company, pay all expenses, including loss and damage of freight, connected with the shipment and the delivery of freight, and pay to the railway company certain specified rates, which rates are based upon an average of prevailing rates charged by the railway company for similar freight. The railway company pay to transportation companies three mills per ton per mile for use of their cars, and have a general supervision of the rates and business.

ACCIDENTS.

EASTERN DIVISION.

	Killed.	Injured.
Passengers.....	2	6
Employees.....	6	7
Others.....	6	7
Total.....	<u>14</u>	<u>20</u>

WESTERN DIVISION.

Employees.....	8	22
Others.....	6	9
Total.....	<u>14</u>	<u>31</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

EASTERN DIVISION.

1871.

January 1. Mrs. Jack, struck by train No. 30, near Manchester, and slightly injured.

January 2. O. M. Brinton, fell off train at Espyville and hurt his hand.

January 3. J. H. Keyl, walked up against engine at Baden and was slightly injured.

January 26. Dennis Murphy, brakeman, caught between cars at outer depot and injured.

January 25. George Hall, brakeman, caught between the cars while coupling and injured.

January 25. William M'Guire, brakeman, caught between the cars at Pittsburg and injured.

February 8. — Morgan, struck by train No. 34, and injured.

February 18. John Welch, walking on track between Rochester and Baden, struck by engine and injured.

March 9. Unknown man found dead on track at Birmingham.

March 24. Henry Koch, jumped off train at west end of River bridge and injured.

March 26. Unknown man, jumped off train at Marion avenue and slightly injured.

March 27. Frank Allaman, fell off train at Osborne and killed.

April 24. A. Dewherst, walking on track near Rochester, struck by train and injured.

May 3. John Morris, laid down on track near Clinton, struck by train and injured.

May 19. W. S. Edmunds, boy, playing under cars at Allegheny, killed.

May 20. Mary O'Neill, sitting on track at Allegheny, struck by train and killed.

May 30. F. Myers, had right leg cut off at Rochester.

June 7. J. S. Rusty, brakeman, hand caught between cars.

July 2. Unknown drunken man, lying on track in west yard, struck by train and killed.

July 3. Frederick Bechested, jumped off train at Palestine and injured.

July 8. W. W. Berrington, brakeman, fell from train at Rochester and broke his arm.

August 29. John Weinenberger, laborer, fell on track at Dixmont and killed.

September 17. A. Frazier, brakeman, caught between cars at outer depot and injured.

September 18. A. Buehnan, boy, fell between freight cars at Allegheny and killed.

September 23. — Wiseman, fell from train near Freedom and killed.

September 25. Samuel Frew, yard conductor, coupling cars at Transfer and injured.

September 27. John Adair, fell from cars at outer depot and injured.

October 22. C. O'Rourke, contractor, jumped from train, and killed at New Brighton.

October 27. J. Kauffman, brakeman, killed at outer depot while coupling cars.

November 3. John Sherman, brakeman, killed at outer depot while coupling cars.

November 7. Charles Bruff, brakeman, foot caught in track in Pittsburg yard and killed.

November 30. William Lynch, brakeman, fell from car at Transfer station and killed.

December 9. W. H. Brown, brakeman, killed at outer depot while coupling cars.

December 14. F. Dixon, brakeman, injured by being caught between the cars.

WESTERN DIVISION.

January 17. William Henderson, freight brakeman, had his hand bruised considerably while coupling engine to train, at Valparaiso, on train No. 17.

January 18. Thomas Kay was run over, at Crestline, by engine 108 backing down the yard; one leg broken, and had to be amputated. Kay was supposed to have been intoxicated, and was walking on the track; it was dark, and engineer could not see him.

January 28. P. M'Elliget, freight brakeman on No. 14, had his hand caught while coupling, and badly bruised; no bones broken.

January 31. Thomas Ray was struck by No. 1, at Inwood, while attempting to cross the track ahead of the train; he was instantly killed.

February 3. P. Johnson, car repairer, at Chicago, was instantly killed by engine running against a car while he was working under it; caused by his failure to put out the danger flags.

February 11. Peter Sessler, freight brakeman on No. 10, had his hand crushed, at Hanna, while coupling cars; one finger amputated; no other bones broken.

February 12. C. Arnold, freight brakeman on No. 20, had his right hand crushed while coupling cars, at Plymouth; middle finger amputated.

February 19. A child, named Sims, about two years old, was struck by No. 46, at M'Gregor street, Chicago, and slightly injured; no bones broken; child came from behind a house, and could not be seen by the engineer.

February 27. M. J. Garcelon was slightly injured, in Chicago, by being struck by engine 145; he was getting on some freight cars passing on the other track, and was knocked off by engine 145.

March 4. C. Beaver, freight brakeman, fell off No. 13, at Bucyrus; caused, he said, by brake wheel coming off; was bruised about head and shoulders, but no bones broken.

March 9. R. C. Miller, freight brakeman, had his arm hurt, at Kirby, while coupling cars; train No. 17; no bones broken.

March 23. Thomas Carey, laborer at transfer house, Chicago, had his foot badly injured by platform breaking and letting box and truck strike his foot.

March 23. Lawrence Hall, freight brakeman on No. 12, was killed at Lafayette; he was coupling cars, standing on brake beam; his foot slipped, and he fell on track and was run over.

April 5. William Snyder, freight brakeman on No. 12, had three fingers crushed, at Lima, while coupling cars.

April 14. Patrick Carter, freight brakeman on No. 14, had his arm badly bruised while coupling cars at Laurell.

April 19. L. J. Marshall, a resident of Ontario, Richland county, Ohio, was struck by No. 6, at Pierceton; he saw train coming, but thought he was walking on side track instead of main track; he was bruised about the head and shoulders, but not seriously.

April 21. A man (name not learned) was struck by the engine of the Englewood accommodation train, at Eighteenth street, Chicago, and had one leg broken; he jumped from a wagon as the train was passing.

May 4. Lewis Martin, aged sixteen, while trying to get on gravel train while in motion, at Forest, fell under the train and was badly injured, and died soon after.

May 10. William Dressler, aged four years, ran under train No. 12, at Bucyrus, after his dog, and was badly injured, dying next day.

May 18. H. A. Critchett, freight brakeman, had his arm slightly injured, at Monroeville, coupling cars.

May 23. Michael Donahoe was killed at Arcola, by being struck by No. 1; he tried to cross the track after being told that the train was coming.

May 31. James Murphy, switchman at Chicago, while coupling cars, had his foot badly smashed.

June 10. Andrew Warren, employed on Lima wood train, had his shoulder dislocated, at Lima, in attempting to get on the train while in motion.

June 20. Luther Griswold was killed at Wheeler; he ran across the track to get on No. 3, standing on the side track, and was struck by engine of No. 2, and instantly killed.

June 28. James Berry, track watchman, was found dead on the track near Hamlet; supposed to have fallen asleep and been struck by some night train.

July 1. John Devanna, freight brakeman, fell off No. 11, at Fort Wayne, and struck on the rail; was slightly injured.

July 15. Wm. Gates, freight brakeman on No. 9, had his hand mashed, at Lima, while coupling cars.

September 4. John Conway, switchman at Chicago, was killed by falling on the track ahead of the engine.

September 12. John Marshall, walking on the track just east of Fort Wayne, was struck by No. 21; he was walking towards the train but paid no attention to bell or signal; was seriously injured.

September 12. John Heffern, switchman at Fort Wayne, fell on the track while making a coupling; was run over and instantly killed.

September 12. Edward McGraw, freight brakeman on No. 9, while coupling cars at Warsaw, caught his foot in the frog and had it crushed; since recovered.

September 21. Mike Flood, laborer on Fort Wayne wood train, broke his thumb while coupling engine to train.

September 24. A man, named August Hahn, was struck by No. 6, at Delphos, and injured, but not seriously; man was intoxicated.

October 13. Switch engine 142, at Fort Wayne, killed a man named Frederick Shuck, employed at Bass & Hanna's; man was unloading iron from car and did not get off when told by the switchman to do so; he fell off the car and was run over.

October 15. E. R. Baker, freight brakeman, had his hand slightly hurt while coupling cars at Monroeville.

October 19. Otto Hollower, switchman at Fort Wayne, had his hand badly bruised while coupling cars.

October 26. Wm. Burke, switchman at Fort Wayne, had his arm slightly bruised while coupling cars.

October 28. Man, named E. Gavin, was run over, at Chicago depot, by accommodation train No. 42; right arm cut and head badly bruised; man was intoxicated.

October 28. Henry Shiverstine, laborer on wood train, fell under caboose west of Fort Wayne, and was instantly killed.

November 6. Joseph Reed, engineer train No. 16, fell from his engine, near Grovertown, and was badly injured; died in a few hours.

November 9. James Clinger, freight brakeman, had his hip hurt while coupling cars at Plymouth; not seriously injured and since recovered.

November 29. Henry Bolt, laborer on Clarke wood train, fell from the train, at Robertsdale, and was run over and instantly killed.

December 8. Train No. 3 struck a man named E. Williams, at Bucyrus; man tried to run across the track ahead of engine and fell down; the steps of the baggage car struck his head, injuring him slightly.

December 8. John O'Brien, laborer at transfer house, Chicago, was slightly injured while loading freight; the *scid* slipped and a barrel of pork struck him; slightly injured.

December 26. Homer Letts, switchman's helper, at Chicago, while uncoupling cars fell down and had his arm cut off; he has since died.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
G. W. Cass.....	Pittsburg, Pa.
J. E. Thomson.....	Philadelphia, Pa.
S. Harbaugh.....	Pittsburg, Pa.
J. L. Dawson.....	Brownsville, Pa.
W. B. Ogden.....	Chicago.
J. F. D. Lanier.....	New York.
Kent Jarvis.....	Massillon, O.
R. R. Springer.....	Cincinnati, O.
John Sherman.....	Mansfield, O.
Pliny Hoagland.....	Fort Wayne, Ind.
J. L. Williams.....	Fort Wayne, Ind.
L. H. Meyer.....	New York.
S. J. Tilden.....	New York.
G. W. Cass, President.....	Pittsburg, Pa.
F. M. Hutchinson, Secretary and Treasurer.....	Pittsburg, Pa.

(No. 91.)

PITTSBURG, VIRGINIA AND CHARLESTON.

[For the financial year ending January 1, 1872.]

STATE OF PENNSYLVANIA, }
 ——— County, } ss:

Personally appeared B. F. Jones, president, and D. P. Corwin, treasurer, of the Pittsburg, Virginia and Charleston railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

B. F. JONES, *President.*D. P. CORWIN, *Treasurer.*

Sworn, affirmed and subscribed before }
 me, this 5th day of January, 1872. }

J. R. JAQUES, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$821,550 00
Total amount now paid in of capital stock	277,188 11
Funded debt, as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity,).....	None.
2d mortgage bonds, (date of maturity,).....	None.
3d mortgage bonds, (date of maturity,).....	None.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued	16,431
Par value of each share	\$50 00

COST OF ROAD AND EQUIPMENT.

Construction.....	By present report. \$145,588 79
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CHARACTERISTICS OF ROAD.

Gauge of road.....	4 ft. 9 in.
Weight of rail per yard on main track.....	60 pounds.
Roads worked or leased by the company.....	<u>None.</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	<u>\$277,188 11</u>
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Summary of payments:

For construction and equipment.....	\$145,588 79
For interest.....	229 25
For miscellaneous	130,707 68
For municipal taxes.....	<u>113 38</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jos. Walton.....	Pittsburg.
H. B. Hays	Pittsburg.
George Black	Pittsburg.
Alexander Patton.....	Rice's Landing.
J. C. Risher.....	Pittsburg.
F. W. Briggs.....	Pittsburg.
D. Z. Bickell.....	Pittsburg.
B. F. Jones.....	President.
John Scott	Vice President.
W. W. Martin.....	Vice President.
D. P. Corwin	Secretary and Treasurer.

(No. 92.)

PLYMOUTH.

[For the financial year ending December 11, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS :

Personally appeared Coffin Colket, president, and Alexander E. Dougherty, treasurer, of the Plymouth railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this }
 11th day of December, 1871. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, (with power to increase,)	\$30,000 00
Amount of stock subscribed, (uncertain, but supposed,)	30,000 00
Amount paid in as by last report, (as now registered,)	12,050 00
Total amount now paid in of capital stock, (as now registered,)	12,050 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1888,) no interest paid	100,000 00
Floating debt, as by last report	167,271 83
The amount now of floating debt	174,495 19
Rate per cent. per annum of interest on funded debt, 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued, (as now registered,)	241

Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared: No dividends on stock or inter- est on debt paid during the year.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$267,271 83	\$274,495 19

No equipment owned by Plymouth railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Conshohocken to Oreland	9 $\frac{2.5}{100}$ miles.
Length of main line of road laid	9 $\frac{2.5}{100}$ "
Length of main line of road laid in Pennsylvania,	9 $\frac{2.5}{100}$ "
Length of sidings	2 $\frac{3.7}{100}$ miles.
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	57 pounds.
Branch roads owned by the company	None.
Roads worked or leased by the company	None.
Number of engine houses and shops	1
Number of engines	None.
Number of passenger cars	None.
Number of baggage, mail and express cars	None.
Number of freight cars	None.
Number of coal cars	None.
Number of iron bridges, (total length in feet, 137,)	2
Number of wooden bridges, (total length in feet, 340,)	11
Number of stations on main road	4
Number of wood and water stations on main road,	1
How is track laid, and on what foundation? With iron rails, oak and chestnut cross-ties, on cinder.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

The Plymouth railroad was leased to the Philadelphia and Reading railroad company, on the 10th of November, 1870, and since the first of December, 1870, has been operated by the lessees.

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
James Boyd.....	Norristown, Pa.
William H. Slingluff.....	Norristown, Pa.
J. V. Williamson	Philadelphia, Pa.
W. S. Wilson.....	Philadelphia, Pa.
William Harmar.....	Philadelphia, Pa.
Edwin Swift.....	Philadelphia, Pa.
Coffin Colket, President.....	Philadelphia, Pa.
Alexander E. Dougherty, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 93.)

READING AND COLUMBIA.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, } ss:
 _____ County,

Personally appeared Franklin B. Gowen, president, and J. B. White, treasurer, of the Reading and Columbia railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President*.
 J. B. WHITE, *Treasurer*.

Sworn and subscribed before me, this }
 24th day of January, 1872. }

B. F. HORAN, *Notary Public*.

STOCK AND DEBT.

Capital stock as authorized by law	\$600,000 00
Amount of stock subscribed	511,500 00
Amount paid in as by last report	507,268 09
Total amount now paid in of capital stock	507,268 09
Funded debt, as per last report	1,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, March 1, 1882,)	\$650,000 00
2d mortgage bonds, (date of maturity, June 1, 1884,)	350,000 00
	<hr/> 1,000,000 00
Floating debt, as by last report	1,056,404 83
The amount now of floating debt	1,033,742 90
Total amount now of floating and funded debt	2,033,742 90
Rate per cent. per annum of interest on funded debt:	
1st mortgage, 7; 2d mortgage, 7.	
Date and rate per cent. per annum of dividend or dividends	None.

Number of shares of stock issued.....	10,124
Par value of each share	\$50 00
Average market value during the year: Not sufficient sales to show value.	
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>No dividends.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$2,022,541 00	\$2,040,155 77
Equipment	220,583 46	220,583 46
Total	<u>2,243,124 46</u>	<u>2,260,739 23</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Columbia to Sinking Springs	40 miles.
Length of main line of road laid, (from Sinking Springs to Reading, 6 miles, use tracks of Lebanon Valley railroad,).....	40 “
Length of main line of road laid in Pennsylvania ..	40 “
Length of double track of road	None.
Length of sidings: Main line, $3\frac{5}{40}$; Lancaster branch, 1—total	$4\frac{5}{40}$ miles.
Gauge of road.....	4 ft. $8\frac{1}{2}$ in.
Weight of rail per yard on main track	54 and 56 lbs.
Branch roads owned by the company, and their length, viz: Lancaster branch, 8 miles; Lebanon branch, $8\frac{1}{5}$ miles, under construction; Mount Hope branch, $2\frac{1}{2}$ miles, under construction.	
Roads worked or leased by the company	None.
Number of engine houses and shops.....	2
Number of engines	8
Number of first class passenger cars, (average cost of each, \$4,389 31,).....	7
Number of baggage, mail and express cars, (average cost of each, \$2,500,).....	1

Number of freight cars.....	37
Number of coal cars	None.
Number of iron bridges	None
Number of wooden bridges.....	8
Number of stone bridges	27
Number of railroads crossed	3
Number of stations on main road	25
Number of wood and water stations on main road,	5
Value of real estate held by the company, exclu-	
sive of road way	\$61,576 22
How is track laid and on what foundation? On	
cross-ties with principally stone ballast.	
Length in miles laid with steel rail	<u>None.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	73,737
Number of miles run by freight and coal trains ...	138,135
Number of through passengers for the year on main	
road.....	24,511
Number of passengers (all classes) carried in cars,	122,523
Number of tons of 2,000 lbs. of through freight for	
the year on main road.....	106,745
Gross amount of tonnage for the year, (2,000 lbs.	
per ton,)	294,497
Average rate of speed adopted by ordinary pas-	
senger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains,	
including stops.....	9
Weight of first class passenger engines, including	
fuel and water	58,533 lbs.
Weight of freight engines, including fuel and water, ..	<u>70,066 "</u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

December, 1870	13,413	August, 1871.....	12,563
January, 1871.....	13,334	September, 1871.....	7,737
February, 1871.....	7,870	October, 1871	6,701
March, 1871.....	9,145½	November, 1871.....	7,149
April, 1871	9,633½		
May, 1871	12,434	Total..	<u>122,523</u>
June, 1871.....	7,546		
July, 1871.....	14,967		

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	165,829	Agricultural products.....	15,668
Other coal ...	2,801	Merchandise and manufactures.....	10,917
Petroleum and other oils.....	217	Live stock.....	1,807
Pig iron	11,303	Lumber	12,135
Other iron or castings.....	4,317		
Iron and other ores.....	61,169	Total... ..	294,497
Stone and lime....	8,334		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	2 $\frac{8}{10}$ cents.
For first class way passengers.....	3 $\frac{1}{4}$ "

The rate per ton, (of 2,000 pounds,) per mile, charged for freight :

For through freight.....	3 $\frac{52}{100}$
For through coal	1 $\frac{8}{10}$
For local freight.....	5 $\frac{7}{10}$

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$48,766 82
Taxes on real estate.....	263 65
Total	49,030 47

Repairs of machinery :

Repairs of engines and tenders, passenger, baggage and freight cars	\$13,549 24
Repairs of tools and machinery in shops.....	60 31
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	4,990 18
Total.....	18,599 73

Operating the road :

Office expenses, stationery, &c	\$10,959 46
Agents and clerks, labor—loading and unloading freight	13,838 70
Wood and water station attendance	533 74
Conductors, baggage masters and brakemen, engineers and firemen, fuel and cost of preparing for use, oil and waste for engines and tenders, passenger, baggage and freight cars	53,822 61
Telegraph, mail and station expenses	2,841 51
Hire of rolling stock	815 50
Use of freight cars	1,745 72
Contingencies	107 33
Total	84,664 57

RECEIPTS.

Months.	Passengers.	Freight.	Mail.	Miscellaneous.	Total.
December, 1870	\$4,378 11	\$13,843 39	\$118 72	\$124 66	\$18,464 83
January, 1871	3,552 21	7,770 35	118 72	118 55	11,559 83
February, 1871	3,135 27	7,702 09	118 72	124 20	11,080 28
March, 1871	4,359 59	12,566 82	118 72	150 51	17,195 64
April, 1871	4,743 15	16,679 37	118 74	107 50	21,648 76
May, 1871	5,976 73	23,232 81	118 72	220 90	29,549 16
June, 1871	4,628 68	15,655 08	118 72	147 33	20,549 81
July, 1871	7,409 58	14,428 12	118 72	72 50	22,028 92
August, 1871	6,064 68	14,060 15	118 75	218 58	20,462 16
September, 1871	4,184 75	15,361 84	118 73	192 67	19,857 99
October, 1871	3,469 06	16,520 06	118 72	156 17	20,264 01
November, 1871	3,886 80	20,485 01	118 72	194 67	24,685 20
Total	55,788 61	178,305 09	1,424 70	1,828 24	237,346 64

Summary of payments :

For construction and equipment	\$17,614 77
Maintaining the road, &c.—repairs of machinery and operating the road	152,294 77
Interest	70,000 00
State taxes	3,630 92
Total	243,540 46

What express companies run on your road, and on what terms ?
Central express company. On through goods, regular first class rates ; on way goods, regular one and one-fourth first class rates.

What transportation or freight companies run on your road, and on what terms ? None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	1	4
Others	2	0
	—	—
Total.....	3	4
	=	=

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1870.

December 21. Isaac Fritz, baggage master, had finger mashed while coupling cars at Lancaster.

1871.

January 11. Daniel Gable, brakeman, had finger mashed while coupling cars at Manheim.

January 14. Samuel Johns, brakeman, had arm mashed while coupling cars at Ephrata.

May 24. Mrs. Elijah Shirk was instantly killed, near Ephrata station, by being thrown against passing train by unmanagable horse.

June 22. Joseph Weaver, brakeman, fell while attempting to get on moving coal car, at Columbia, and was run over ; died same day.

August 19. Abraham Kissinger, a small boy, asleep on track, near Mechanicsville, run over ; died same day.

November 8. William Blackson, conductor, had finger mashed while coupling cars at Columbia ; finger amputated at first joint.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. P. M'Kean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst.....	Philadelphia.
W. G. Case.....	Columbia.
George Bogle.....	Columbia.
T. Baumgardner.....	Lancaster.
G. A. Nicolis.....	Philadelphia.
Fred. Lauer.....	Reading.
Samuel Small.....	York.
Franklin B. Gowen, President.....	Philadelphia.
J. B. White, Secretary and Treasurer.....	Philadelphia.

(No. 94.)

SCHUYLKILL AND SUSQUEHANNA.

[For the fourteen months, ending December 31, 1871.]

STATE OF PENNSYLVANIA, } ss :
Philadelphia County,

Personally appeared Franklin B. Gowen, president, and John Welch, treasurer, of the Schuylkill and Susquehanna railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 3d day of February, 1872. }

B. F. HORAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,600,000 00
Amount of stock subscribed	1,269,150 00
Amount paid in as by last report	1,269,150 00
Total amount paid in of capital stock.....	1,269,150 00
Funded debt, as per last report	97,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, May, 1, 1866,)	97,000 00
Floating debt, as by last report.....	118,987 62
The amount now of floating debt.....	46,089 14
Total amount now of floating and funded debt. ..	143,989 14
Rate per cent. per annum of interest on funded debt: 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued	25,383

Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>None.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u>\$1,288,538 78</u>	<u>\$1,283,490 25</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Auburn to Rockville.....	54 miles.
Length of main line of road laid.....	54 "
Length of main line of road laid in Pennsylvania.....	54 "
Length of double track of road.....	None.
Length of sidings.....	9.15 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	45, 56, 68 lbs.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops	4
Number of iron bridges, (total length in feet, 81,).....	2
Number of wooden bridges, (total length in feet, 614,).....	5
Number of stone bridges, (total length in feet, 56,).....	2
Number of railroads crossed	None.
Number of stations on main road: Passenger, 18; freight, 18—total	18
Number of wood and water stations on main road: 8 water, 2 wood.	
Number of tunnels.....	None.
How is track laid, and on what foundation? On broken stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of passengers (all classes) carried in cars,	49,385
Gross amount of tonnage for the year, (2,000 pounds per ton,) merchandise and coal.....	827,079

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . .	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10
Weight of first class passenger engines	20 tons.
Weight of freight engines	31 “

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1870.	3, 152	July, 1871	3, 736
December, 1870.	4, 825	August, 1871.	4, 289
January, 1871.	1, 786	September, 1871	3, 867
February, 1871.	2, 710	October, 1871.	3, 761
March, 1871.	4, 285	November, 1871.	3, 248
April, 1871.	3, 464	December, 1871.	4, 049
May, 1871.	3, 023		
June, 1871.	3, 190	Total	49, 335

The amount of freight, specifying the quantity in tons:

Anthracite coal, tons of 2,000 pounds.	704,929
Other articles, tons of 2,000 pounds.	122,150

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	3 cents.
For first class way passengers.	3 “

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings,	\$86,522 34
Taxes on real estate	1,052 81
Total	87,575 15

Operating the road:

Total	\$108,362 72
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RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Other sources, sales of real estate, &c.	\$5,048 53
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RECEIPTS.

Months.	Passengers.	Merchandise traffic.	Coal traffic.	U. S. mail	Miscellaneous.	Total.
Nov., 1870...	\$2,568 02	\$7,024 67	\$11,648 87	\$147 50	\$170 57	\$21,559 63
Dec., 1870...	2,823 32	5,940 06	11,874 35	147 50	113 98	20,899 21
Jan., 1871...	2,173 58	4,646 94	4,166 26	147 50	161 68	11,295 96
Feb., 1871...	1,946 18	3,459 92	1,886 96	147 50	128 26	7,568 82
Mar., 1871...	2,941 76	4,438 75	7,246 15	147 50	115 62	14,889 78
April, 1871...	2,623 40	5,163 55	6,942 31	147 50	97 92	14,974 68
May, 1871...	2,414 54	6,269 27	11,454 90	147 50	199 46	20,485 67
June, 1871...	2,558 37	6,934 12	12,985 37	147 50	122 36	22,747 72
July, 1871...	3,191 40	5,937 34	13,053 26	147 50	114 22	22,443 72
Aug., 1871...	3,508 47	7,275 17	13,578 11	147 50	183 98	24,693 23
Sept., 1871...	3,392 73	6,706 05	12,703 58	147 50	152 86	23,102 72
Oct., 1871....	2,927 51	7,682 11	13,532 33	147 50	104 72	24,394 17
Nov., 1871...	2,676 00	7,286 38	14,456 81	147 50	179 68	24,746 37
Dec., 1871...	3,253 96	5,111 46	7,099 25	147 50	120 13	15,732 30
Total....	38,999 24	83,875 79	142,628 51	2,065 00	1,965 44	269,533 98

Summary of payments :

Maintaining the road, &c.—repairs of machinery and operating the road.....	\$195,937 87
Interest	13,267 27
Miscellaneous	4,089 33
State taxes on capital stock and gross receipts....	2,809 71
Total	<u>216,104 18</u>

What express companies run on your road, and on what terms?
Central express company.

What transportation or freight companies run on your road,
and on what terms? None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. P. M'Kean	Philadelphia.
A. E. Borie	Philadelphia.
R. B. Cabeen	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst.....	Philadelphia.
Charles E. Smith	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Albert Foster, Secretary.....	Philadelphia.
John Welch, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent.....	Philadelphia.
W. Lorenz, Chief Engineer.....	Philadelphia.
H. W. Tracy, Superintendent.....	Pine Grove, Pa.

(No. 95.)

SCHUYLKILL VALLEY NAVIGATION.

[For the financial year ending November 1, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared P. C. Hollis, treasurer of the Schuylkill Valley navigation and railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) P. C. HOLLEIS, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of December, 1871. }

B. F. HORAN, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$576,050 00
Amount of stock subscribed	576,050 00
Amount paid in as by last report.....	576,050 00
Total amount now paid in of capital stock	576,050 00
Funded debt as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt ...	None.
Rate per cent. per annum of interest on fuded debt,	None.
Date and rate per cent. per annum of dividend or dividends: Cash, January and July, 1871.....	5 per cent.
Number of shares of stock issued	11,521
Par value of each share	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share	\$50 00
Amount of capital on which the respective divi- dends were declared	576,050 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$576,840 94	\$576,840 94
Equipment	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Port Carbon to Reevesdale	11 miles.
Length of main line of road laid:.....	11 "
Length of main line of road laid in Pennsylvania,	11 "
Length of double track of road	5 $\frac{23}{100}$ "
Length of sidings	3 $\frac{3}{100}$ "
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track, from 60 to 64 pounds.	
Branch roads owned by the company, and their length, viz: Length of branches.....	12 $\frac{8}{10}$ miles.

This road is leased to the Philadelphia and Reading railroad company for nine hundred and ninety-nine years, and is worked as a branch of that road. The rental is sufficient to yield semi-annual dividends of 2 $\frac{1}{2}$ per cent., or 5 per cent. per annum.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
F. B. Gowen.....	Philadelphia.
Rob. B. Cabeen	Philadelphia.
A. E. Borie.....	Philadelphia.
H. P. McKean.....	Philadelphia.
George F. Tyler.....	Philadelphia.
A. Hewson, M. D.....	Philadelphia.
John Tucker, President.....	Philadelphia.
P. C. Hollis, Secretary and Treasurer.....	Philadelphia.

(No. 96.)

SHAMOKIN VALLEY AND POTTSVILLE.

[For the financial year ending April 30, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. N. DuBarry, president, and George Taber, treasurer, of the Shamokin Valley and Pottsville railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. N. DUBARRY, *President.*

GEORGE TABER, *Treasurer.*

Affirmed and subscribed before me, this }
 13th day of October, 1871. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,500,000 00
Amount of stock subscribed	869,450 00
Amount paid in as by last report.....	869,450 00
Total amount now paid in of capital stock.....	869,450 00
Funded debt, as per last report.....	700,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1st August, 1872,)	700,000 00
Total amount now of floating and funded debt....	700,000 00
Rate per cent. per annum of interest on funded debt:	
1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, 1st February and August, 6 per cent. per annum.	
Average market value during the year.....	No sales.
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	869,450 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$1,569,450 00</u>	<u>\$1,569,450 00</u>

CHARACTERISTICS OF ROAD.

Leased to the Northern Central railway company, and included in their report.

Summary of payments :

For dividends.....	\$52,167 00
For interest.....	<u>49,000 00</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. N. DuBarry.....	Harrisburg.
J. D. Cameron.....	Harrisburg.
E. C. Biddle.....	Philadelphia.
Edmund Smith.....	Philadelphia.
Thomas A. Scott.....	Philadelphia.
Jacob Jones.....	Philadelphia.
Wistar Morris	Philadelphia.

(No. 97.)

SHAMOKIN VALLEY AND POTTSVILLE.

[Northern Central railway company, lessee.]

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Dauphin County, } ss:

Personally appeared J. D. Cameron, president of the Shamokin Valley and Pottsville railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) J. D. CAMERON, *President.*

Sworn and subscribed before me, this }
 8th day of February, 1872. }

D. A. KEPNER, *Alderman.*

STATE OF MARYLAND, }
Baltimore City, } ss:

Personally appeared J. S. Leib, treasurer of the Northern Central railway company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }
 6th day of February, 1872. }

WM. H. BAYZAND, *J. P.*

STOCK AND DEBT.

See report of president and treasurer Shamokin Valley and Pottsville railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Sunbury, Pa., to Mt. Carmel, Pa.....	28 miles.
Length of main line of road laid.....	28 "
Length of main line of road laid in Pennsylvania..	28 "

Length of double track of road.....	None.
Length of sidings	4½ miles.
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track: 56 and 64 pounds.	
Branch roads owned by the company.....	None.
Number of engine houses and shops	2
Number of engines: Use the engines and cars of Northern Central railway company.	
Number of iron bridges	None.
Number of wooden bridges	29
Number of stone bridges	1
Number of railroads crossed	None.
Number of stations on main road.....	9
Number of wood and water stations on main road,	1
Number of tunnels.....	None.
How is track laid, and on what foundation? Earth bed and cross-ties.	
Length in miles laid with steel rail	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	31,220
Number of miles run by freight and coal trains ...	175,325
Number of through passengers for the year on main road	2,007
Number of passengers (all classes) carried in cars..	41,009
Number of tons of 2,000 pounds of through freight for the year on main road	26,247
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	750,445
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	18
Average rate of speed adopted by express trains, including stops.....	18
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines	56,000
Weight of freight engines.....	<u>63,000</u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	3, 196	July, 1871	3, 225
February, 1871	2, 613	August, 1871.....	3, 803
March, 1871.....	3, 567	September, 1871.....	4, 812
April, 1871.....	3, 085	October, 1871.....	3, 157
May, 1871.....	3, 179	November, 1871.....	3, 552
June, 1871.....	3, 107	December, 1871.....	3, 713

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal ...	724, 346	Merchandise and manufactures ...	3, 435
Petroleum and other oils.....	116	Live stock.....	115
Pig iron.....	1, 131	Lumber.....	9, 591
Railroad iron	506	Other articles.....	1, 010
Other iron or castings	345		
Stone and lime.....	4, 262		<u>750, 445</u>
Agricultural products.....	5, 588		

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Trans'n.
Repairs or maintenance of way, including buildings.....	\$69,953 47	\$13,990 69	\$55,962 78
Taxes on real estate.....	358 20	71 64	286 56
Total.....	70,311 67	14,062 33	56,249 34
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$14,335 04	\$2,867 00	\$11,468 04
Repairs of passenger and baggage cars.....	239 80	239 80	.....
Repairs of freight cars.....	9,635 22	.....	9,635 22
Repairs of tools and machinery in shops.....	297 87	59 57	238 30
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	12,621 54	2,524 30	10,097 24
Total.....	37,129 47	5,690 67	31,438 80
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$7,676 58	\$2,329 12	\$5,347 46
Agents and clerks.....	3,215 30	404 00	2,811 30
Labor—loading and unloading freight.....	2,128 85	.....	2,128 85
Porters, watchmen and switch tenders.....	3,031 19	606 23	2,424 96
Car cleaning and inspecting, furniture and fixtures.....	3,095 69	148 45	2,947 24
Wood and water station attendance.....	1,227 26	245 45	981 81
Conductors, baggage masters and brakemen.....	17,022 65	2,026 45	14,996 20
Engineers and firemen.....	11,663 35	1,831 80	9,831 55
Fuel and cost of preparing for use.....	24,556 14	4,911 22	19,644 92
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,923 72	384 74	1,538 98
Telegraph, mail and station expenses.....	914 50	182 90	731 60
Use of freight cars.....	476 26	.....	476 26
Shoveling snow.....	272 54	54 50	218 04
Damage to property, including damage by fire and cattle killed on road.....	464 96	.....	464 96
General superintendence.....	2,320 20	360 00	1,960 20
Contingencies.....	14,565 64	2,913 12	11,652 52
Total.....	94,554 83	16,397 98	78,156 85

RECEIPTS ON CONSTRUCTION ACCOUNT DURING THE YEAR.

From stockholders	None.
Sale of bonds.....	None.
Other sources	<u>None.</u>

RECEIPTS FOR THE YEAR ENDING DECEMBER 31, 1871.

Passengers.....	\$22,078 36
Freight.....	300,975 22
Mail and express	1,640 00
Miscellaneous	9,373 36
Total.....	<u>334,066 94</u>

Summary of payments:

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$201,995 97
Dividends and interest.....	103,843 63
Total.....	<u>305,839 60</u>

ACCIDENTS.

	Killed.	Injured.
Employees.....	0	2
Others	1	2
Total.....	<u>1</u>	<u>4</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

January 4. Hester Brown jumped off freight train, at Snyder-town, and was painfully cut and bruised.

April 21. William Madden, in trying to get off freight train while in motion, fell under and was killed, at Locust Gap.

May 16. Henry Lerch, driving a one-horse wagon across track at Paxinos, was struck by passenger train, thrown out and slightly hurt, and wagon demolished.

June 1. John Alexander, painter, lying on track west of Cameron colliery, was struck by passenger train, and somewhat cut and bruised; injury slight.

July 25. Robert M'Lane slipped between cars he was coupling at weigh-scales, and had one of his feet badly crushed.

NAMES AND RESIDENCE OF OFFICERS.

See report of president and treasurer Shamokin Valley and Pottsville railroad company,

(No. 98.)

SHENANGO AND ALLEGHENY.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Jas. J. Shryock, president, and Gilbert H. M'Kibbin, treasurer, of the Shenango and Allegheny railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. J. SHRYOCK, *President.*

GILBERT H. M'KIBBIN, *Treasurer.*

Sworn and subscribed before me, this }
 22d day of January, 1872. }

W. BUCK, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed.....	200,000 00
Amount paid in as by last report.....	158,000 00
Total amount now paid in of capital stock	159,925 00
Funded debt, as per last report	520,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, April 1, 1889,)	638,000 00
Floating debt as by last report.....	35,000 00
Total amount now of floating and funded debt ...	638,000 00
Rate per cent. per annum of interest on funded debt:	
1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends	
	None.
Number of shares of stock issued.....	3,140
Par value of each share	\$50 00
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$625,550 00	\$720,980 00
Equipment.....	76,945 00	76,945 00
Total cost.....	<u>702,495 00</u>	<u>797,925 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Shenango to Harrisville.....	32 miles.
Length of main line of road laid.....	22 "
Length of main line of road laid in Pennsylvania,.....	22 "
Length of sidings.....	1 $\frac{4.5}{100}$ "
Gauge of road.....	4 feet 9 $\frac{1}{4}$ in.
Weight of rail per yard on main track.....	56 pounds.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	3
Number of engines.....	2
Number of first class passenger cars, (average cost of each, \$3,400,).....	2
Number of baggage, mail and express cars, (average cost of each, \$850,).....	2
Number of freight cars, (average cost of each, \$800,).....	3
Number of coal cars, (average cost of each, 650,)..	55
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 490,).....	5
Number of stone bridges.....	None.
Number of railroads crossed, (A. and G. W. R. R.,).....	1
Number of stations on main road: Passenger, 6; freight, 5; total.....	6
Number of wood and water stations on main road,.....	2
Value of real estate held by the company, exclusive of road way.....	\$20,000 00
Number of tunnels.....	None.
How is track laid and on what foundation? Oak cross-ties and gravel ballast.	
Length in miles laid with steel rail.....	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains	30,000
Number of through passengers for the year on main road.....	1,810
Number of passengers (all classes) carried in cars..	14,037
Number of tons of 2,000 pounds of through freight for the year on main road	46,900
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	50,996
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	12
Average rate of speed adopted by freight trains, including stops	12
Weight of first class passenger engines.....	30 tons.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

December, 1870.....	1,453	June, 1871.....	950
January, 1871.....	896	July, 1871.....	1,110
February, 1871.....	1,192	August, 1871.....	976
March, 1871.....	1,284	September, 1871.....	1,963
April, 1871.....	910	October, 1871.....	1,051
May, 1871.....	1,120	November, 1871.....	1,127

The amount of freight, specifying the quantity in tons.

Bituminous coal.....	45,886	Merchandise and manufactures ..	2,500
Agricultural products.....	400	Lumber	2,210

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	5 cents.
For first class way passengers.....	5 "
For second class through passengers.....	5 "
For second class way passengers.....	5 "

The rate per ton, (of 2,000 lbs.,) per mile, charged for freight:

For through freight.....	7 cents.
For through coal	3 "
For local freight.....	15 "
For local coal.....	3 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$3,509 90
Taxes on real estate.....	83 91
Total	<u>3,593 81</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$3,116 33
Repairs of freight cars.....	500 63
Repairs of tools and machinery in shops.....	49 58
Total.....	<u>3,666 54</u>

Operating the road :

Office expenses, stationery, &c.....	\$888 85
Agents and clerks.....	2,418 87
Labor—loading and unloading freight	1,132 92
Wood and water station attendance.....	2 75
Conductors, baggage masters and brakemen	2,133 55
Engineers and firemen.....	2,415 66
Fuel and cost of preparing for use	1,483 39
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	649 09
Loss and damage of goods and baggage	10 03
Tolls over other roads.....	795 08
Use of freight cars.....	62 60
General superintendence.....	794 10
Contingencies.....	131 11
Total.....	<u>12,918 00</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	\$1,925 00
From sale of bonds.....	94,400 00
From other sources	424 94
Total.....	<u>96,749 94</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Use of cars.	Total.
December, 1870.....	\$1,203 25	\$2,690 99	\$132 41	\$50 05	\$4,076 70
January, 1871.....	706 65	3,109 10	103 40	30 96	3,950 11
February, 1871.....	950 10	2,882 37	90 64	5 97	3,929 08
March, 1871.....	1,058 30	3,633 76	92 59	30 25	4,814 90
April, 1871.....	745 48	2,906 97	110 57	33 63	3,796 65
May, 1871.....	909 98	3,182 45	147 74	30 55	4,270 72
June, 1871.....	719 20	2,977 89	159 58	16 41	3,853 08
July, 1871.....	838 05	2,718 08	128 09	2 25	3,686 47
August, 1871.....	759 80	3,136 11	131 29	9 45	4,036 65
September, 1871.....	1,396 60	3,457 06	134 21	13 45	5,001 32
October, 1871.....	788 50	4,025 76	136 59	1 89	4,952 74
November, 1871.....	810 35	3,887 90	141 08	.....	4,839 33
Total	10,886 26	38,608 44	1,488 19	224 86	51,207 75

Summary of payments:

For construction and equipment	\$95,430 00
For maintaining the road, &c.—repairs of machinery and operating the road.....	20,094 94
For interest.....	36,606 14
For State taxes.....	3,384 08
For United States taxes.....	455 00
Total.....	<u><u>155,970 16</u></u>

What express companies run on your road, and on what terms?
 United States express company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. J. Shryock.....	Meadville, Pa.
Henry Rawle.....	Erie, Pa.
Wm. Reynolds.....	Meadville, Pa.
Wm. Thorp.....	Meadville, Pa.
G. B. Delamater.....	Meadville, Pa.
T. H. Wells.....	Youngstown, O.
G. H. M'Kibbin.....	Greenville, Pa.
J. J. Shryock, President.....	Meadville, Pa.
G. H. M'Kibbin, Sec., Treas. and Supt.....	Greenville, Pa.

(No. 99.)

SOMERSET AND MINERAL POINT.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Somerset County, } ss:

Personally appeared before me, Wm. J. Bear, president, and A. T. Ankeny, treasurer, of the Somerset and Mineral Point railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. J. BAER, *President.*
A. T. ANKENY, *Treasurer.*

Sworn and subscribed before me, this }
9th day of January, 1872. }
JOS. CUMMINS, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed	65,650 00
Amount of stock paid in	54,290 00
Amount of first mortgage debt.....	50,000 00
Amount of floating debt, about	15,000 00
Number of shares of stock issued, about.....	1,000
Par value of each share	\$50 00

COST OF ROAD.

Not entirely completed ; probable cost when completed	\$130,000 00
---	--------------

Not equipped.

CHARACTERISTICS OF ROAD.

Length of line when completed, about.....	9 miles.
Length of road now laid, about.....	8½ “

Gauge of road	4 feet 8½ in.
Weight of rail per yard	45 pounds.
The track is laid on wooden cross-ties and stone ballast.	
Number of wooden bridges.....	<u>4</u>

The road is temporarily run, in connection with construction trains, by the Pittsburg and Connellsville railroad company, but no definite arrangement has been made for equipping or running, and no earnings have been received.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
M. A. Sanner.....	Somerset, Pa.
Isaac Hugus	Somerset, Pa.
A. H. Coffroth.....	Somerset, Pa.
Valentine Hay.....	Somerset, Pa.
Wm. H. Koontz.....	Somerset, Pa.
Alex. Stutzman	Somerset, Pa.
Curtis Koover.....	Somerset, Pa.
Peter Hefley	Somerset, Pa.
David Levan	Levansville, Pa.
John C. Barrone.....	Somerset, Pa.
George Cobaugh.....	Somerset, Pa.
Jacob M. Walter	Somerset, Pa.
Wm. J. Baer, President	Somerset, Pa.
A. T. Ankeny, Treasurer	Somerset, Pa.
H. L. Baer, Secretary	Somerset, Pa.

(No. 100.)

SOUTH MOUNTAIN IRON COMPANY.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Dauphin County, } ss:

Personally appeared Hendrick W. Davenport, general superintendent, and Wm. H. Woodward, treasurer, of the South Mountain iron company's railroad, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) H. W. DAVENPORT, *Gen. Supt.*
 WM. H. WOODWARD, *Treasurer.*

Sworn and subscribed before me, this }
 14th day of February, 1872. }

D. A. KEPNER, *Alderman.*

STOCK AND DEBT.

Amount of stock subscribed.....	None.
Amount paid in as by last report.....	None.
Total amount now paid in of capital stock.....	None.
Funded debt, as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows:.....	\$381,000 00
1st mortgage bonds, (date of maturity, Dec. 1, 1888,)	\$200,000 00
2d mortgage bonds, (date of maturity, March 1, 1884,).....	179,000 00
3d mortgage bonds, (date of maturity,)	None.
	<hr/> 379,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 7 per cent.; 3d mortgage, none.	
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued	None.

Par value of each share	None.
Average market value during the year.....	None.
Amount paid in on each share	None.
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$342,131 77	\$342,841 34
Equipment	43,332 35	43,967 32
Total cost	<u>385,464 12</u>	<u>386,808 66</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Carlisle to Pine Grove	17.78 miles.
Length of main line of road laid.....	17.78 "
Gauge of road.....	4 ft. 9 in.
Weight of rail per yard on main track	51 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops: One engine house; no shops.	
Number of engines	2
Number of first class passenger cars, (average cost of each, \$3,867,).....	2
Number of baggage, mail and express cars.....	None.
Number of freight cars, (average cost of each, \$700,).....	10
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 100,).....	1
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road.....	6
Number of wood and water stations on main road,	3
Value of real estate held by the company, exclusive of road way.....	None.

How is track laid, and on what foundation? On cross-ties and stone ballast, with spliced joint fastenings.

Length in miles laid with steel rails..... None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains, mixed, (including switching,).....	26,886
Number of passengers (all classes) carried in cars,	22,615
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	50,049
Average rate of speed adopted by ordinary passenger, express and freight trains, mixed, (miles per hour,).....	10
Weight of first class passenger and freight engines, mixed	<u>50,000 lbs.</u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	1,411	July, 1871.....	3,383
February, 1871.....	1,023½	August, 1871.....	3,704
March, 1871.....	1,676½	September, 1871.....	1,845½
April, 1871.....	1,579	October, 1871.....	1,872½
May, 1871.....	1,654	November, 1871.....	1,203½
June, 1871.....	1,713½	December, 1871.....	1,549

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	8,162
Iron and other ores	26,450
Lumber.....	1,622
Other articles.....	<u>13,815½</u>

The rate of fare for passengers charged for the respective classes per mile, as follows :

For all classes	<u>4½ cents.</u>
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EXPENSES.

Maintaining the road, repairs of machinery and operating the road.....	<u>\$12,990 07</u>
--	--------------------

RECEIPTS.

Passengers.....	\$6,885 53
Freight.....	29,136 36
Mail and express	441 72
	<hr/>
Total.....	36,463 61
	<hr/> <hr/>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. C. Fuller.....	Philadelphia, Pa.
William G. Moorehead.....	Philadelphia, Pa.
J. Cooke, Jr.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
William S. Hassell	Philadelphia, Pa.
G. D. Coleman	Lebanon, Pa.
Pitt Cooke.....	New York city.
J. C. Fuller.....	Philadelphia, Pa.
Wm. H. Woodward, Sec. and Treas., Mountain Creek P. O., Cumberland co., Pa.	
W. H. Davenport, Gen. Sup't.....	Mountain Creek P. O., Cumberland co., Pa.

(No. 101.)

SOUTH PENNSYLVANIA.

OFFICE SOUTH PENNSYLVANIA R. R. Co., }
Harrisburg, Pa., November 11, 1871. }

DEAR SIR:—Your circular of September 30 was duly received. In reply I have to state that the status of the South Pennsylvania railroad company has not materially changed since my report to you of last year, to which I beg you to refer. There is very strong hope, however, that before your next annual report, at least twenty-five miles of our road will be under construction.

I am, very respectfully,

Your obedient servant,

JAMES WORRALL, *President.*

Gen. J. F. HARTRANFT,

Auditor General Pennsylvania, Harrisburg, Pa.

(No. 102.)

SOUTHWARK.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
 _____ County, } ss :

Personally appeared Isaac Hinekley, president, and Alfred Horner, treasurer, of the Southwark railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ISAAC HINCKLEY, *President.*
 ALFRED HORNER, *Treasurer.*

Sworn and subscribed before me, this }
 6th day of January, 1872. }

SAMUEL P. HULL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed	200,000 00
Amount paid in as by last report	58,468 00
Total amount now paid in of capital stock	58,468 00
Date and rate per cent. per annum of dividend or dividends: Cash, February and August, each...	3 per cent.
Number of shares of stock issued	4,000
Par value of each share	\$50 00
Amount paid in on each share: \$14 on 3,383 shares, \$18 on 617 shares.	
Amount of capital on which the respective divi- dends were declared	58,468 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Broad street and Washington avenue to Swanson and Almond street	1.72 miles.
Length of main line of road laid	1.72 „

Length of main line of road laid in Pennsylvania,	1.72 miles.
Length of double track of road	1.39 "
Length of sidings	3.03 "
Gauge of road	4 $\frac{7}{16}$ feet.
Weight of rail per yard on main track	56, 58, 60, 64, 68 lbs.
Branch roads owned by the company	None.
Roads worked or leased by the company	None.

EXPENSES.

Expenses and earnings included in the returns of the Philadelphia, Wilmington and Baltimore railroad company, the lessee of the Southwark railroad.

Summary of payments :

Dividends, including the United States tax.....	\$3,508 08
State taxes, paid and charged in expenses of Philadelphia, Wilmington and Baltimore railroad company	175 40
United States taxes, included in dividends	87 70

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia.
S. M. Felton.....	Thurlows, Pa.
R. J. Mercer.....	Philadelphia.
A. Horner.....	Philadelphia.
J. Huddell.....	Philadelphia.
H. F. Kenney	Philadelphia.
Jno. H. Finc.....	Philadelphia.
Isaac Hinckley, President.....	Philadelphia.
Alfred Horner, Secretary.....	Philadelphia.
Henry F. Kenney, Treasurer.	Philadelphia.

(No. 103.)

SOUTHERN PENNSYLVANIA.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, } ss:
Berks County,

Personally appeared James M'Carty, president, and Henry M. Keim, treasurer, of the Southern Pennsylvania iron and railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAMES M'CARTY, *President.*
 HENRY M. KEIM, *Treasurer.*

Sworn and subscribed before me, this {
 5th day of February, 1872. }

WASHINGTON RICHARDS,
Alderman, and ex-officio J. P. in and for Berks Co.

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed	\$925,000 00
Amount paid in as by last report.....	577,408 33
Total amount now paid in of capital stock.....	774,800 00
Funded debt as per last report.....	651,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, March 1, 1900,)	\$625,000 00
2d mortgage bonds, (date of maturity, September 1, 1880,).....	88,000 00
	<hr/> 713,000 00
Floating debt as by last report.....	95,000 00
The amount now of floating debt	199,441 00
Total amount now of floating and funded debt....	912,441 00
Rate per cent. per annum of interest on funded debt: 1st and 2d mortgage, 7 per cent. in gold.	

Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued	7,748
Par value of each share	\$100 00
Average market value during the year: None offered in the market.	
Amount paid in on each share	100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$810,000 00	\$1,259,400 00

Equipped by the Cumberland Valley railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from a point on the C. V. R. R., six miles below Chambersburg, to Bedford	60 miles.
Length of main line of road laid	24 "
Length of main line of road laid in Pennsylvania,	24 "
Length of sidings	1,320 yards.
Gauge of road	4 ft. 9 in.
Weight of rail per yard on main track	50 pounds.
Number of engine houses	1
Number of wooden bridges, (total length in feet, 450,)	3
Number of stations on main road: Passenger, 9; freight, 6.	
Number of wood and water stations on main road,	3
Value of real estate held by the company, exclusive of road way	\$1,000,000 00
Number of tunnels	None.
How is track laid and on what foundation? On cross-ties, resting on broken stone ballast.	

This road has just been opened for business, and is operated by the Cumberland Valley railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James M'Carty.....	Reading, Pa.
Richmond L. Jones.....	Reading, Pa.
Edward P. Boas.....	Reading, Pa.
Henry M. Keim	Reading, Pa.
H. Maltzberger.....	Reading, Pa.
James M'Carty, President.....	Reading, Pa.
Richmond L. Jones, Vice President.....	Reading, Pa.
Henry M. Keim, Secretary and Treasurer	Reading, Pa.

(No. 104.)

SULLIVAN AND ERIE.

OFFICE OF SULLIVAN AND ERIE COAL AND R. R. Co., }
TOWANDA, PA., *February 13, 1872.* }

Hon. JOHN F. HARTRANFT,

Auditor General:

DEAR SIR:—In reply to your request for an annual report of the Sullivan and Erie coal and railroad company for 1871, I reply, that at present it is impossible, owing to the unsettled state of our accounts, to give a detailed statement as to stock, debt, &c. Our road is operated by the Pennsylvania and New York canal and railroad company, to whom we must refer you for statement of earnings for freight and passengers, number of miles run by freight and passenger cars and similar details, as required by your blank form. Hoping this will be satisfactory, I remain

Yours respectfully,

CHARLES MERCUR,
Secretary and Treasurer.

(No. 105.)

SUMMIT BRANCH.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. N. DuBarry, president, and Edmund Smith, treasurer, of the Summit Branch railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. N. DUBARRY, *President.*
 EDMUND SMITH, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of January, 1872. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,750,000 00
Amount of stock subscribed.....	2,502,250 00
Amount paid in as by last report.....	2,502,250 00
Total amount now paid in of capital stock.....	2,502,250 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1875,)	174,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	174,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, February 15, 1871, 3 per cent. ; August 15, 1871, 3 per cent; coal and railroad.	
Number of shares of stock issued.....	50,045
Par value of each share.....	\$50 00

Average market value during the year.....	\$47 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared.....	<u><u>2,502,250 00</u></u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, including Lykens Valley railroad lease..	\$988,902 37	\$988,902 37
Total cost.	<u><u>988,902 37</u></u>	<u><u>988,902 37</u></u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Millersburg to Williamstown.....	20 miles.
Length of main line of road laid.....	20 "
Length of main line of road laid in Pennsylvania,	20 "
Length of double track of road.....	None.
Length of sidings.....	9 $\frac{7}{8}$ miles.
Gauge of road	4 feet 9 in.
Weight of rail per yard on main track.....	50 and 56 lbs.
Branch roads owned by the company, and their length, viz.....	$\frac{1}{2}$ mile.
Roads worked or leased by the company, viz: The Lykens Valley railroad.	
Number of engine houses and shops	5
Number of engines	7
Number of first class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$350,).....	3
Number of freight cars, (average cost of each, \$550,)	5
Number of coal cars.....	None.
Number of iron bridges, (total length in feet, 67,)..	1
Number of wooden bridges, (total length in feet, 116,).....	3
Number of stone bridges.....	None.
Number of railroads crossed	1

Number of stations on main road: Passenger, 4; freight, 4—total	4
Number of wood and water stations on main road,	4
Value of real estate held by the company, exclusive of road way	Cannot say.
Number of tunnels	None.
How is track laid, and on what foundation? Cross- ties and broken stone.	
Length in miles laid with steel rail	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	10,016
Number of miles run by freight trains: No account kept.	
Number of miles run by coal trains: No account kept.	
Number of through passengers for the year on main road	8,771
Number of passengers (all classes) carried in cars,	14,517
Number of tons of 2,000 pounds of through freight for the year on main road	527,957
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	538,127
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by express trains, including stops	None.
Average rate of speed adopted by freight trains, in- cluding stops	8
Weight of first class passenger engines	25 tons.
Weight of freight engines,	35 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

December, 1870	1,271	July, 1871	1,324
January, 1871	1,027	August, 1871	1,416
February, 1871	853	September, 1871	1,347
March, 1871	1,055	October, 1871	993
April, 1871	1,351	November, 1871	954
May, 1871	1,711		
June, 1871	1,215	Total	14,517

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	528,736
Other articles.....	9,391
Total.....	<u>538,127</u>

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3 $\frac{3}{4}$ cents.
For first class way passengers.....	3 $\frac{3}{4}$ “
For second class through passengers.....	None.
For second class way passengers.....	<u>None.</u>

The rate per ton, (of 2,000 lbs.,) per mile, charged for freight :

For through freight.....	5 cents.
For through coal.....	3 $\frac{3}{10}$ “
For local freight.....	6 “
For local coal.....	<u>5 “</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$32,025 73
Taxes on real estate	108 85
Total.....	<u>32,134 58</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$4,663 47
Repairs of tools and machinery in shops	1,052 16
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	886 99
Total.....	<u>6,602 62</u>

Operating the road :

Office expenses, stationery, &c.....	\$1,711 18
Agents and clerks, labor—loading and unloading freight	3,742 36
Porters, watchmen and switch tenders, car cleaning and inspecting, furniture and fixtures, wood and water station attendance, conductors, baggage masters and brakemen	10,536 05
Engineers and firemen.....	12,356 87
Fuel and cost of preparing for use	8,028 70
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,064 38
General superintendence	3,000 00
Contingencies	1,877 18
Total.....	<u>42,316 72</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources, None.

RECEIPTS.

Months.	Passengers.	Freight.	Miscellaneous.	Total.
December, 1870.....	\$608 25	\$11,195 97	\$1,428 10	\$13,232 32
January, 1871.....	493 25	9,595 10	577 18	10,665 53
February, 1871.....	406 20	11,570 09	609 02	12,585 31
March, 1871.....	478 05	21,252 51	2,406 10	24,136 66
April, 1871.....	672 79	28,292 95	2,680 27	31,646 01
May, 1871.....	743 40	31,882 83	841 46	33,467 69
June, 1871.....	667 12	31,408 08	715 92	32,791 12
July, 1871.....	635 65	30,778 18	1,227 51	32,641 34
August, 1871.....	736 03	34,465 25	1,405 07	36,606 35
September, 1871.....	637 65	30,468 74	3,009 33	34,115 72
October, 1871.....	465 25	28,163 04	1,427 32	30,055 61
November, 1871.....	443 15	28,542 35	2,753 53	31,739 03
Total	6,986 79	297,615 09	19,080 81	323,682 69

Summary of payments :

For construction and equipment	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road	\$81,053 92
For dividends, (railroad and coal,)	150,135 00
For interest.....	13,720 01

For miscellaneous.....	\$9,661 46
For rent.....	62,499 96
For municipal, State and United States taxes....	22,060 18
Total	<u>339,130 53</u>
Total amount of surplus fund.....	<u>Nothing.</u>

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average: No account kept.

What express companies run on your road, and on what terms? Adams express, by conductor.

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

INJURED—Others..... 1
==

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

May 18. Philip Greaff, 13 years old, tried to get on train while in motion; foot and ankle crushed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson	Philadelphia.
Thomas A. Scott.....	Philadelphia.
H. J. Lombaert.....	Philadelphia.
J. N. DuBarry.....	Harrisburg.
Wistar Morris.....	Philadelphia.
E. C. Biddle.....	Philadelphia.
J. D. Cameron.....	Harrisburg.
J. N. DuBarry, President.....	Harrisburg, Pa.
Edmund Smith, Secretary and Treasurer.....	Philadelphia.
William B. Fowle, General Manager.....	Boston.
Warren E. Ray, Superintendent.....	Lykens, Pa.

(No. 106.)

SUNBURY AND LEWISTOWN.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Edmund Smith, president, and J. G. L. Shindel, treasurer, of the Sunbury and Lewistown railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

EDMUND SMITH, *President.*J. G. L. SHINDEL, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of January, 1872, by Edmund Smith. }

HENRY C. SPACKMAN, *Notary Public.*

STATE OF PENNSYLVANIA, }
Snyder County, } ss :

Sworn and subscribed before me, this 11th day of January, 1872, by J. G. L. Shindel.

SAMUEL ALLEMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	500,000 00
Total amount now paid in of capital stock.....	500,000 00
Funded debt, as per last report.....	1,200,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, Oct. 1, 1890,).....	\$1,200,000 00
Income bonds, (date of maturity, Sept. 30, 1891,).....	200,000 00
	<hr/>
	1,400,000 00
Floating debt, as by last report	None.

The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	\$1,400,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent., gold; income bonds, 6 per cent., gold.	
Date and rate per cent. per annum of dividend or dividends: None been declared.	
Number of shares of stock issued.....	10,000
Par value of each share.....	\$50 00
Average market value during the year: Has no market value.	
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared.....	<u>None declared.</u>

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	<u>\$1,900,000 00</u>
Equipment furnished by Pennsylvania railroad co.	

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lewistown to Se- linsgrove junction	43½ miles.
Length of main line of road laid.....	43½ "
Length of main line of road laid in Pennsylvania,	43½ "
Length of double track.....	None.
Length of sidings.....	1½ miles.
Gauge of road.....	4 ft. 9 in.
Weight of rail per yard on main track	52 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops	1
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, about 8,440,)	162
Number of stone bridges	None.
Number of railroads crossed.....	None.

Number of stations on main road.....	15
Number of wood and water stations on main road,	4
Number of tunnels.....	None.
How is track laid, and on what foundation? On cross-ties and sub-grade.	
Length in miles laid with steel rail.....	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

(Not opened for business until December 1.)

Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	15
Average rate of speed adopted by express trains, including stops.....	15
Average rate of speed adopted by freight trains, including stops.....	12

*The rate of fare for passengers charged for the respective classes per
mile, as follows :*

For first class through passengers	4 $\frac{1}{4}$ cents.
For first class way passengers.....	4 $\frac{1}{4}$ "

The rate per ton, (of 2,000 lbs.,) per mile, charged for freight :

For through coal	3 cents.
For local coal	3 "

What express companies run on your road, and on what terms ?
Adams express company.

What transportation or freight companies run on your road, and
on what terms? None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Painter.....	Philadelphia, Pa.
James M. Seilers.....	Philadelphia, Pa.
D. R. Walker.....	Philadelphia, Pa.
F. Dundore.....	Philadelphia, Pa.
Moses Specht.....	Beavertown, Pa.
F. J. Schoch.....	Selinsgrove, Pa.
Andrew Reed.....	Lewistown, Pa.
Edmund Smith, President.....	Philadelphia, Pa.
J. H. T. Jackson, Secretary.	Philadelphia, Pa.
J. G. L. Shindel, Treasurer.....	Selinsgrove, Pa.

(No. 107.)

SUSQUEHANNA, GETTYSBURG AND POTOMAC.

[For the financial year ending December 31, 1871.]

STATE OF CONNECTICUT, }
New Haren County, } ss:

Personally appeared Caleb S. Maltby, vice president, and James M. Townsend, treasurer, of the Susquehanna, Gettysburg and Potomac railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) C. S. MALTBY, *Vice President.*
JAS. M. TOWNSEND, *Treasurer.*

Sworn and subscribed before me, this }
29th day of January, 1872. }

EDWARD H. TOWNSEND, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, organized upon,	\$2,500,000 00
Total amount now paid in of capital stock	1,500,000 00
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	None.
Number of shares of stock issued.....	30,000
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By present report.
Total cost, at sheriff sale.....	\$181,000 00

CHARACTERISTICS OF ROAD.

Length of road projected in Pennsylvania and Maryland, about.....	100 miles.
Length of main line of road laid	17 “

Length of main line of road laid in Pennsylvania..	17 miles.
Length of double track of road.....	None.
Length of sidings	$\frac{1}{4}$ mile.
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	50, 52, 56, 60 lbs.
Number of engine houses.....	1
Number of engines.....	2
Number of first class passenger cars, (included in purchase of road,)	1
Number of baggage cars, (included in purchase of road,)	1
Number of freight cars, (included in purchase of road,)	2
Number of wooden bridges, (total length in feet, 300,)	5
Number of stations on main road.....	7
Number of wood and water stations on main road,	1
How is track laid, and on what foundation? Earth.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	21,406
Number of miles run by freight and mixed trains,	10,642
Number of through passengers for the year on main road.....	11,232
Number of passengers (all classes) carried in cars,	23,221
Number of tons of 2,000 pounds of through freight for the year on main road.....	14,238 $\frac{1}{2}\frac{9.5}{000}$
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	22,906 $\frac{1}{2}\frac{3.9}{000}$
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops.....	22
Average rate of speed adopted by freight trains, including stops.....	12

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	1,519	July, 1871	2,100
February, 1871.....	1,339.2	August, 1871	2,552.2
March, 1871.....	1,612	September, 1871.....	2,591.2
April, 1871.....	1,698.2	October, 1871	2,268.2
May, 1871.....	1,714.2	November, 1871	1,663
June, 1871.....	2,165	December, 1871.....	1,998

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	4,621 $\frac{397}{2000}$
Bituminous coal.....	803 $\frac{500}{2000}$
Iron and other ores	1,227 $\frac{1200}{2000}$
Stone and lime	4,144 $\frac{1996}{2000}$
Agricultural products	7,086 $\frac{848}{2000}$
Lumber	1,644 $\frac{1958}{2000}$
Other articles	3,369 $\frac{491}{2000}$

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	4 $\frac{1}{2}$ cents.
For first class way passengers.....	4 $\frac{1}{2}$ "

The rate per ton, (of 2,000 lbs.,) per mile, charged for freight:

For through freight, (estimated average,).....	5 cents.
For through coal, (estimated average,).....	4 "
For local freight, (estimated average,).....	5 "
For local coal, (estimated average,).....	5 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings,	Renewed.
Taxes on real estate: No separate account kept.	
Total	\$9,648 80

Operating the road:

Total.....	\$18,127 48
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Motive power, cars, &c., furnished by the Hanover Branch railroad company, at a stated sum per mile run. No account kept

as classified in this report, including cost of re-building bridges and culverts, engineering on extension, organization expenses, insurance, new tools, fixtures and new iron, and contingencies.

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscella's.	Total.
January, 1871*.....	\$1,603 57	\$2,096 15	\$143 60 ³ / ₄	.....	\$3,843 32 ³ / ₄
February, 1871.....	717 23	1,143 81	86 16	.....	1,947 20
March, 1871.....	943 90	1,751 44	93 12	.....	2,788 46
April, 1871.....	1,120 62	1,724 32	90 41	.....	2,935 35
May, 1871.....	1,017 58	1,815 16	94 20	.....	2,926 94
June, 1871.....	1,325 75	1,165 08	90 43	.....	2,581 26
July, 1871.....	1,281 00	933 69	95 65	.....	2,310 34
August, 1871.....	1,670 97	1,969 48	97 66	.....	3,738 11
September, 1871.....	1,637 63	2,000 58	101 21	.....	3,739 42
October, 1871.....	1,408 16	1,669 42	113 14	.....	3,190 72
November, 1871.....	957 95	1,724 52	98 01	.....	2,780 48
December, 1871.....	1,078 68	1,149 10	105 61	.....	2,333 39
Total.....	14,763 04	19,142 75	1,209 28	\$651 39	35,766 46

Summary of payments:

For maintaining the road, &c.—repairs of machinery and operating the road, and extraordinary expenses.....	\$27,776 28
For surplus funds.....	7,990 18
Total.....	<u>35,766 46</u>
Total amount of surplus fund.....	<u><u>\$8,004 32</u></u>

Cost of transportation:

Cost per passenger and per ton freight per mile, proximate average: No account kept.

What express companies run on your road, and on what terms?
Adams express company, at 12 cents per 100 pounds.

ACCIDENTS.

INJURED—Others.....	1
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* Including part of December, 1870.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

April 17, 1871. Two miles east of New Oxford, mixed train, (freight,) going east, struck a man, name unknown, who was lying on the main track in an intoxicated condition ; lost his foot and hand.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Caleb S. Maltby	Baltimore, Md.
James M. Townsend	New Haven, Conn.
Burdett Hart	Philadelphia, Pa.
Samuel Small	York, Pa.
William Bittinger	Abbottstown, Pa.
Edward H. Townsend	New Haven, Conn.
Oscar A. Fowler, President.....	Wilkesbarre, Pa.
Edw'd H. Townsend, Secretary.....	New Haven, Conn., and Gettysburg, Pa.
Jas. M. Townsend, Treasurer.....	New Haven, Conn., and Gettysburg, Pa.
Caleb S. Maltby, Vice President.....	Baltimore, Md.

(No. 108.)

TIOGA.

[For the financial year ending December 30, 1871.]

STATE OF NEW YORK, }
Steuben County, } ss:

Personally appeared F. N. Drake, president, and A. C. Stearns, treasurer, of the Tioga railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) F. N. DRAKE, *President.*
A. C. STEARNS, *Treasurer.*

Sworn and subscribed before me, this }
25th day of January, 1872. }

A. S. KENDALL,
Notary Public, Steuben county.

STOCK AND DEBT.

Capital stock as authorized by law, with right to increase to \$1,000,000.....	\$125,000 00
Amount of stock subscribed.....	124,950 00
Amount paid in as by last report.....	580,900 00
Total amount now paid in of capital stock.....	580,900 00
Funded debt, as per last report	243,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, May 1, 1872,)	243,000 00
2d mortgage bonds	None.
3d mortgage bonds	None.
Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	243,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7

Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued.....	11,618
Par value of each share	\$50 00
Average market value during the year.....	50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared.....	<u>None declared.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$849,151 62	\$856,313 65
Equipment	381,640 44	390,885 30
Total cost	<u>1,230,792 06</u>	<u>1,247,198 95</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from State line, near Lawrenceville, to Morris run.....	30 $\frac{6}{10}$ miles.
Length of main line of road laid.....	30 $\frac{6}{10}$ "
Length of main line of road laid in Pennsylvania,	30 $\frac{6}{10}$ "
Length of double track of road.....	None.
Length of sidings	7 $\frac{4}{10}$ miles.
Gauge of road	6 feet.
Weight of rail per yard on main track.....	57 and 64 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company, viz: Blossburg to Arnot, 4 miles. (This is the railroad of the Blossburg coal company, successors of the Bloss coal mining and railroad company, and is leased to and operated by the Tioga railroad company. The receipts and expenditures, as contained in this report, include this branch railroad.)	
Number of engine houses and shops.....	5
Number of engines	12

Number of first class passenger cars, (average cost of each, \$2,400,).....	5
Number of baggage, mail and express cars, (average cost of each, \$2,291 62,).....	1
Number of box cars, 8; flats, 39; eight wheeled; (average cost of each, \$550.)	
Number of coal cars: 762 four wheeled, (average cost of each, \$256 44,) or 381 eight wheeled, (average cost of each, \$512 88.)	
Number of iron bridges.....	None.
Number of wooden bridges, total length in feet, 494,).....	14
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	12
Number of wood and water stations on main road,	6
Value of real estate held by the company, exclusive of road way.....	\$29,020 16
Number of tunnels.....	None.
How is track laid, and on what foundation? On oak, chestnut and hemlock ties, wrought iron chairs, gravel and loam.	
Length in miles laid with steel rail.....	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by mixed trains.....	216,232
(No separate trains run for passengers; freight and passenger cars run together.)	
Number of through passengers for the year on main road.....	7,969
Number of passengers (all classes) carried in cars..	100,041½
Number of tons of 2,000 lbs. of through freight for the year on main road.....	826,940
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	845,385
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	15

Average rate of speed adopted by express trains, including stops.....	None.
Average rate of speed adopted by freight trains, including stops.....	11
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	30 to 40 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

January, 1871.....	6,972	July, 1871.....	11,434
February, 1871.....	6,354½	August, 1871.....	10,134½
March, 1871.....	7,529	September, 1871.....	8,497½
April, 1871.....	6,781	October, 1871.....	8,701
May, 1871.....	8,300½	November, 1871.....	7,678
June, 1871.....	9,554	December, 1871.....	8,105½

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	109	Merchandise and manufactures ...	8,970
Bituminous coal.....	820,454	Live stock.....	39
Pig iron.....	30	Lumber.....	12,574
Other iron or castings.....	286		
Stone and lime.....	430	Total.....	845,385
Agricultural products.....	2,493		

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3½ cents.
For first class way passengers.....	3½ "
For second class through passengers.....	3½ "
For second class way passengers.....	3½ "

The rate per ton, (of 2,000 pounds,) per mile, charged for freight:

For through freight.....	8 cents.
For through coal, Morris run to Lawrenceville....	2½ "
Special rate to Corning, in quantities of 100,000 tons,	1½ "
For local freight.....	10 "
For local coal.....	5 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$73,001 89
Taxes on real estate	217 75
Total.....	<u>73,219 64</u>

Repairs of machinery :

Repairs of engines and tenders	\$13,512 91
Repairs of passenger and baggage cars	938 91
Repairs of freight cars	22,897 44
Repairs of tools and machinery in shops	4,272 19
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	4,512 75
Total.....	<u>46,134 20</u>

Operating the road :

Office expenses, stationery, &c.....	\$698 26
Agents and clerks.....	915 63
Conductors, baggage masters and brakemen.....	23,447 53
Engineers and firemen.....	20,307 81
Fuel and cost of preparing for use.....	10,962 65
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	6,135 92
Telegraph, mail and station expenses.....	4,492 36
Loss and damage of goods and baggage	65 86
Damage for injury of persons.....	1,250 00
Damage to property, including damage by fire and cattle killed on road	70 00
General superintendence	7,270 80
Contingencies.....	5,179 34
Total.....	<u>80,796 16</u>

Alloted to passenger and freight transportation:

Cannot separate.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	Nothing.
From sale of bonds.....	Nothing.
From other sources.....	Nothing.

RECEIPTS.

Months.	Passengers	Freight.	Mail and express.	Use of cars.	Miscellaneous.	Total.
January, 1871.....	\$1,779 16	\$10,359 03	.....	\$1,557 93	.....	\$13,696 12
February, 1871...	1,716 14	11,483 57	.....	2,393 92	.....	15,593 63
March, 1871.....	2,074 62	16,209 10	\$1,762 50	2,987 93	\$271 50	23,305 63
April, 1871.....	1,817 76	25,534 07	.....	7,125 06	.....	34,476 89
May, 1871.....	2,037 93	37,343 86	.....	11,124 27	.....	50,506 06
June, 1871 ..	2,362 21	39,898 74	.....	12,081 01	295 50	54,637 46
July, 1871.....	2,895 40	37,971 06	.....	11,199 49	.....	52,065 95
August, 1871.....	2,635 11	40,996 31	.....	12,017 01	.....	55,648 43
September, 1871..	2,262 33	35,221 37	.....	9,265 27	297 00	47,045 97
October, 1871.....	2,287 39	32,105 92	.....	9,053 79	.....	43,447 10
November, 1871..	2,132 02	31,196 11	.....	6,742 98	.....	40,071 11
December, 1871..	1,922 86	17,326 25	1,762 50	4,077 36	366 00	25,454 97
Total.....	25,922 93	335,645 39	3,525 00	89,626 05	1,230 00	455,949 37

Summary of payments :

For construction and equipment	\$16,406 89
Maintaining the road, &c.—repairs of machinery and operating the road.....	200,150 00
Interest	16,159 50
Miscellaneous.....	210,000 00
State taxes	6,299 25
Total	449,015 64

Cost of transportation :

Cost per passenger per mile, and cost per ton freight per mile, proximate average: Impossible to tell, as both are run together.

What express companies run on your road, and on what terms? United States express company, and pay first class rates of freight on weight transported.

What transportation or freight companies run on your road, and on what terms? None.

ACCIDENTS.

	Killed.	Injured.
Others	1	1

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

June 30. Joseph Smith, aged 11, fell in attempting to get on a coal train in motion, at Morris run; right arm amputated.

July 13. Martin L. Brewster, aged 86, crossing the track at Kellytown, was struck by the engine of a passenger train, and died in a few hours, from injuries received.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
F. N. Drake.....	Corning, N. Y.
F. C. Divinny	Corning, N. Y.
Henry Sherwood.....	Corning, N. Y.
Constant Cook.....	Bath, N. Y.
H. H. Cook	Bath, N. Y.
M. P. Bush	Buffalo, N. Y.
Jay Gould.....	New York.
Edwin Eldridge.....	Elmira, N. Y.
H. D. V. Pratt.....	Elmira, N. Y.
Coffin Colket.....	Philadelphia, Pa.
L. H. Shattuck.....	Blossburg, Pa.
A. C. Stearns	Corning, N. Y.
F. N. Drake, President.....	Corning, N. Y.
A. C. Stearns, Secretary	Corning, N. Y.
A. C. Stearns, Treasurer.....	Corning, N. Y.
L. H. Shattuck, Superintendent.....	Blossburg, Pa.

(No. 109.)

TYRONE AND CLEARFIELD.

The railway of this company is leased to the Pennsylvania R. R. Co.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS:

Personally appeared J. Edgar Thomson, president, and Thomas T. Firth, treasurer, of the Tyrone and Clearfield railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

J. EDGAR THOMSON, *President.*THOS. T. FIRTH, *Treasurer.*

Sworn and subscribed before me, this }
 6th day of February, 1872. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	510,000 00
Amount paid in as by last report	510,000 00
Total amount now paid in of capital stock	510,000 00
Funded debt, as per last report.....	None.
Floating debt, as by last report	479,330 06
The amount now of floating debt	387,153 58
Total amount now of floating and funded debt ...	387,153 58
Rate per cent. per annum of interest on funded debt,	None.
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued	10,200
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$989,330 06</u>	<u>\$897,153 58</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Intersection to Clearfield	37 $\frac{5}{10}$ miles.
Length of main line of road laid.....	37 $\frac{5}{10}$ "
Length of main line of road laid in Pennsylvania,	37 $\frac{5}{10}$ "
Length of sidings.....	5 "
Gauge of road.....	4 feet 9 in.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by the company, and their length, viz: Moshannon branch, 6 $\frac{1}{2}$ miles; Dunbar branch, 1 $\frac{1}{2}$ miles; Philipsburg branch, 5 $\frac{1}{4}$ miles.	
Number of engine houses and shops	2
Number of wooden bridges, (total length in feet, 1,245,).....	8
Number of stations on main road.....	18
Number of wood and water stations on main road,	7
How is track laid, and on what foundation? With fish joints on stone ballast.	
Length of miles laid with steel rail	<u><u>3$\frac{3}{4}$</u></u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR..

From other sources	<u>\$98,276 89</u>
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Summary of payments:

For construction.....	<u>\$6,100 41</u>
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas A. Scott.....	Philadelphia.
H. J. Lombaert.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Wistar Morris... .	Philadelphia.
Washington Butcher	Philadelphia.
George B. Roberts.....	Philadelphia
J. Edgar Thomson, President.....	Philadelphia.
Edmund Smith, Secretary.....	Philadelphia.
Thos. T. Firth, Treasurer.....	Philadelphia.
George C. Wilkins, Superintendent.....	Tyrone, Pa.

(No. 110.)

TRESCKOW.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. P. Ilsley, president, and S. Shepherd, treasurer, of the Treseckow railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN P. ILSLEY, *President.*
 SOLEN SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of February, 1872. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$250,000 00
Amount of stock subscribed.....	130,000 00
Amount paid in as by last report.....	65,000 00
Total amount now paid in of capital stock.....	130,000 00
The amount now of funded debt.....	None.
Floating debt, as by last report.....	None.
The amount now floating debt.....	\$40,417 70
Total amount now of floating and funded debt ...	None.
Total amount now of floating and fund debt	None.
Date and rate per cent. per annum ¹ of interest on funded debt.....	None.
Number of shares of stock issued.....	2,600
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$166,080 66	\$170,417 70

CHARACTERISTICS OF ROAD.

Length of main line of road, from Silver Brook to Audenreid	6 miles.
Length of main line of road laid.....	6 “
Length of main line of road laid in Pennsylvania,	6 “
Length of double track of road	None.
Length of sidings	1 mile.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	1
Number of engines	None.
Number of first class passenger cars.....	None.
Number of baggage, mail and express cars.....	None.
Number of freight and coal cars	None.
Number of iron bridges	None.
Number of wooden bridges.....	None.
Number of stone bridges.....	None.
Number of railroads crossed	1
Number of stations on main road	2
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of roadway	None.
Number of tunnels	None.
How is track laid, and on what foundation? Ordinary track on ballast.	
Length in miles laid with steel rail	None.

Operated in connection with the Lehigh and Susquehanna railroad, therefore no separate account kept of its business.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
E. W. Clark.....	Philadelphia.
Alex. Biddle.....	Philadelphia.
E. Hill.....	Philadelphia.
C. F. Howell.....	Philadelphia.
F. Mitchell.....	Philadelphia.
E. N. Howell.....	Philadelphia.
Jno. P. Ilsley.....	President.
S. Shepherd	Secretary and Treasurer.

(No. III.)

WELLSBORO' AND LAWRENCEVILLE.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, } ss:
Tioga County,

Personally appeared Henry Sherwood, president, and James Heron, treasurer, of the Wellsboro' and Lawrenceville railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) HENRY SRERWOOD, *President.*
 JAMES HERON, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of January, 1872. }

L. C. SHEPARD, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	1,000,000 00
Amount paid in as by last report.....	248,980 00
Total amount now paid in of capital stock.....	1,000,000 00
The amount now of funded debt.....	None.
The amount now of floating debt.....	None.
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued.....	20,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$154,000 00	\$626,412 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lawrenceville to Antrim mines.....	37 $\frac{1}{10}$ miles.
Length of main line of road laid	22 $\frac{1}{2}$ "
Length of main line of road laid in Pennsylvania,	22 $\frac{1}{2}$ "
Length of double track of road.....	None.
Length of sidings.....	$\frac{3}{4}$ mile.
Gauge of road.....	6 feet.
Weight of rail per yard on main track	59 pounds.
Branch roads owned by the company, and their length.....	None.
Number of engine houses and shops: 1 engine house.	
Number of engines, first class passenger, baggage, mail, express, freight and coal cars.....	None.
Number of iron bridges, (total length in feet, 428,)	4
Number of wooden bridges, (total length in feet, 64,)	1
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight, used for both	11
Number of wood and water stations on main road: 2 water stations.	
Value of real estate held by the company, exclusive of road way.....	\$2,800 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Hemlock and hard wood ties on road bed of gravel; rail joints, protected by fish plates and bolts; no chairs used.	
Length in miles laid with steel rail.....	None.

The road is in process of construction. About 22 miles are completed and in use, and the road is leased to the Fall Brook coal company. Nine miles of road graded beyond Wellsboro'.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George J. Magee.....	Watkins, Schuyler co., N. Y.
John Magee.....	Watkins, Schuyler co., N. Y.
John Lang.....	Watkins, Schuyler co., N. Y.
S. S. Ellsworth.....	Penn Yan, Yates co., N. Y.
Daniel Beach.....	Watkins, Schuyler co., N. Y.
Henry Sherwood.....	Wellsboro', Tioga co., Pa.
James Heron.....	Fall Brook, Tioga co., Pa.
Henry Sherwood, President.....	Wellsboro', Tioga co., Pa.
James Heron, Secretary and Treasurer.....	Fall Brook, Tioga co., Pa.

(No. 112.)

WEST CHESTER.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Edward Hoopes, president, and Thomas H. Hall, treasurer, of the West Chester railroad company, and in due form of law affirmed, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

EDWARD HOOPES, *President.*THOS. H. HALL, *Treasurer.*

Affirmed and subscribed before me, this }
 28th day of December, 1871. }

THOS. RANDALL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$165,000 00
Amount of stock subscribed	165,000 00
Amount paid in as by last report.....	165,000 00
Total amount now paid in of capital stock	165,000 00
Number of shares of stock issued.....	3,300
Par value of each share	\$50 00
Average market value during the year. No stock on the market.	
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$159,798 04	\$159,798 04
Equipment, including real estate....	43,088 75	46,688 75

CHARACTERISTICS OF ROAD.

Length of main line of road, from West Chester to West Chester intersection.....	9 miles.
Length of main line of road laid	9 "

Length of main line of road laid in Pennsylvania,	9 miles.
Length of sidings.....	$\frac{1}{2}$ "
Gauge of road.....	4ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50 pounds.
Number of engine houses	2
Number of first class passenger cars, (average cost of each, \$4,417 50,).....	2
Number of baggage, mail and express cars, (average cost of each, \$906,)	<u>1</u>

Road leased to the West Chester and Philadelphia railroad company. See their report. -

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward Hoopes.....	Philadelphia.
William Apple	West Chester, Pa.
Mark Willcox	Philadelphia.
M. B. Hickman.....	West Chester, Pa.
Dennis B. Kelly.....	Kellyville, Delaware co., Pa.
Samuel Riddle.....	Glen Riddle, Del. co., Pa.
J. Edward Farnum	Media, Pa.
Edward Hoopes, President.....	16 Arch street, Philadelphia.
Thos. H. Hall, Secretary and Treasurer.....	West Chester, Pa.

(No. 113.)

WEST CHESTER AND PHILADELPHIA.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Edward Hoopes, president, and Thomas H. Hall, treasurer, of the West Chester and Philadelphia railroad company, and in due form of law made affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) EDWARD HOOPES, *President.*
 THOS. H. HALL, *Treasurer.*

Affirmed and subscribed before me, this }
 28th day of December, 1871. }

THOMAS RANDALL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,200,000 00
Total amount now paid in of capital stock	681,650 00
Funded debt, as per last report.....	957,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds	\$108,400 00
2d mortgage bonds	100 00
3d mortgage bonds	16,500 00
General mortgage	1,072,300 00
	<hr/> 1,197,300 00
Floating debt, as by last report	107,000 00
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	1,197,300 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7; 2d mortgage, 10; 3d mortgage, 8; general mortgage 7.	
Date and rate per cent. per annum of dividend or dividends	None.

RAILROAD REPORT.

475

Number of shares of stock issued.....	13,633
Par value of each share	\$50 00
Average market value during the year: Common, \$16; preferred, \$27.	
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,320,024 09	\$1,320,024 09
Equipment	178,783 07	170,413 07

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to West Chester	26.3 miles.
Length of main line of road laid.	26.3 "
Length of main line of road laid in Pennsylvania,	26.3 "
Length of sidings	5 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	50, 60 & 65 lbs.
Roads worked or leased by the company, viz: West Chester railroad, from West Chester to intersec- tion of Pennsylvania Central railroad.	
Number of engine houses and shops.....	3
Number of engines	10
Number of first class passenger cars, (average cost of each, \$3,000,)	15
Number of baggage, mail and express cars, (ave- rage cost of each, \$1,750,)	4
Number of freight cars, (average cost of each, \$650,)	61
Number of coal cars.....	None.
Number of iron bridges, (total length in feet, 200,)	5
Number of wooden bridges, (total length in feet, 2,800,).....	16
Number of stone bridges.....	None.
Number of railroads crossed: Junction railroad, at grade.	

Number of stations on main road: Passenger and freight	22
Number of wood and water stations on main road,	4
Value of real estate held by the company, exclusive of road way.....	\$293,106
Number of tunnels	None.
How is track laid, and on what foundation? About two-thirds stone; balance earth and gravel.	
Length in miles laid with steel rail.....	2

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains, estimated,	165,000
Number of miles run by freight trains, estimated..	17,000
Number of miles run by extras, estimated	4,000
Number of through passengers for the year on main road	86,223
Number of passengers (all classes) carried in cars,	737,473
Number of tons of 2,000 lbs. of through freight for the year on main road	15,690
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	85,273
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	16
Average rate of speed adopted by express trains, including stops.....	23
Average rate of speed adopted by freight trains, including stops.....	8
Weight of first class passenger engines	25
Weight of freight engines	31

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1870.....	48,420	May, 1871.....	63,053
December, 1870	47,180	June, 1871..	82,782
January, 1871.....	45,674	July, 1871.....	88,526
February, 1871.....	35,725	August, 1871.....	76,659
March, 1871.....	48,390	September, 1871.....	78,251
April, 1871.....	60,253	October, 1871	62,560

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal....	40,434	Merchandise and manufactures...	21,116
Stone and lime	9,890	Lumber	6,486
Agricultural products	3,627	Other articles	3,720

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	3 cents.
For first class way passengers	3 $\frac{1}{4}$ "

The rate per ton, (of 2,000 pounds,) per mile, charged for freight :

For through freight, (includes delivery,) average..	8 cents.
For through coal	3 $\frac{2}{3}$ "
For local freight	10 "
For local coal	5 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$49,222 66
Insurance	3,703 80

Repairs of machinery :

Repairs of engines and tenders, passenger, baggage and freight cars, tools and machinery in shops..	16,800 84
Incidental expenses, including oil, fuel, &c.....	1,707 93

Operating the road :

Office expenses, stationery, &c.....	4,132 59
Labor—loading and unloading freight, porters, watchmen and switch tenders, car cleaning and inspecting, furniture and fixtures, wood and wa- ter station attendance.....	12,390 18
Conductors, baggage masters and brakemen.....	13,099 10
Engineers and firemen	13,039 86
Fuel, water and light	23,803 53
Telegraph	2,081 58
Tolls over other roads (includes delivery) and use of freight cars.....	5,031 04

Damage to property, including damage by fire and contingencies	\$2,899 64
General superintendence, agents and clerks	22,630 80
Total.	170,543 55

RECEIPTS.

Months.	Passengers.	Freight.	Mail.	Miscella's.	Total.
November, 1870.....	\$14,470 18	\$8,921 19	.....	.....	.....
December, 1870.....	14,570 81	8,569 90	.....	.....	.....
January, 1871.....	12,133 17	6,181 69	.....	.....	.....
February, 1871.....	10,679 29	5,261 79	.....	.....	.....
March, 1871.....	14,161 80	8,683 94	.....	.....	.....
April, 1871.....	16,173 83	8,893 77	.....	.....	.....
May, 1871.....	17,603 42	10,475 05	.....	.....	.....
June, 1871.....	20,682 95	8,695 12	.....	.....	.....
July, 1871.....	22,646 21	9,377 74	.....	.....	.....
August, 1871.....	22,112 93	10,928 55	.....	.....	.....
September, 1871.....	19,585 67	10,667 16	.....	.....	.....
October, 1871.....	16,569 88	10,133 05	.....	.....	.....
Total	201,390 14	106,788 95	\$2,311 50	\$15,637 11	\$326,127 70

Summary of payments :

For construction, equipment and real estate	\$16,477 90
For maintaining the road, &c.—repairs of machinery and operating the road	170,543 55
For dividends	None.
For interest	99,278 91
For miscellaneous	38,725 87
For municipal and State taxes	9,990 53
For United States taxes	3,778 89

What express companies run on your road, and on what terms ?
 Adams express, (included in freight receipts ;) stipulated rate per year and special rate in addition on government paper.

What transportation or freight companies run on your road, and on what terms ? None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Matthew Baird.....	Philadelphia, Pa.
George Callaghan.....	Philadelphia, Pa.
J. Edward Farnum.....	Media, Pa.
Charles Fairlamb.....	West Chester, Pa.
M. B. Hickman.....	West Chester, Pa.
Dennis B. Kelly.....	Kellyville, Pa.
Samuel Riddle.....	Glen Riddle, Pa.
Albert C. Roberts.....	Philadelphia, Pa.
Edward H. Williams.....	Philadelphia, Pa.
Edward Hoopes, President.....	Philadelphia, Pa.
A. Lewis Smith, Secretary.....	Media, Pa.
Thomas H. Hall, Treasurer.....	West Chester, Pa.
Henry K. Smith, Superintendent.....	Philadelphia, Pa.
A. D. Sharples, Auditor.....	West Chester, Pa.

(No. 114.)

WESTERN PENNSYLVANIA.

[The road of this company is leased to the Pennsylvania railroad company.]

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared J. Edgar Thomson, president, and J. V. Elwell, for treasurer, of the Western Pennsylvania railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*
J. V. ELWELL, for *Treasurer.*

Sworn and subscribed before me, this }
13th day of February, 1872. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$3,000,000 00
Amount of stock subscribed.....	822,450 00
Amount paid in as by last report.....	1,022,450 00
Total amount now paid in of capital stock.....	1,022,450 00
Funded debt, as per last report.....	1,800,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, April 1, 1893,).....	\$800,000 00
Pittsburg branch 1st mortgage bonds, (date of maturity, January 1, 1896,).....	1,000,000 00
	<hr/> 1,800,000 00
Floating debt, as by last report.....	848,734 68
The amount now of floating debt.....	907,813 36
Total amount now of floating and funded debt....	2,707,813 36

Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; Pittsburg branch 1st mortgage, 6 per cent.

Date and rate per cent., per annum of dividend or dividends.....	None.
Number of shares of stock issued.....	20,449
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	No dividends.

COST OF ROAD.

	By last report.	By present report.
Construction.....	<u>\$3,671,184 68</u>	<u>\$3,730,263 36</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Blairsville to Butler.....	57 miles.
Length of main line of road laid.....	57 "
Length of main line of road laid in Pennsylvania.....	57 "
Length of double track of road.....	None.
Length of sidings.....	13 miles.
Gauge of road.....	4 $\frac{3}{4}$ feet.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company, and their length, viz: Pittsburg branch, from Freeport to Allegheny city.....	27 $\frac{6}{10}$ miles.
Number of engine houses and shops: 5 engine houses, 1 machine shop.	
Number of engines, first class passenger, baggage, mail, express, freight and coal cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 6,329,).....	33.
Number of stone bridges.....	None.
Number of railroads crossed.....	2.
Number of stations on main road.....	53.

Number of wood and water stations on main road :

12 water stations, 2 wood stations.

Value of real estate held by the company, exclusive of road way.....

\$101,610 87

Number of tunnels, (length of each, 600 feet, 1,425 feet,).....

2

How is track laid, and on what foundation? White oak ties and stone and gravel ballast.

Summary of payments :

For construction.....

\$49,078 68

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia, Pa.
Samuel T. Bodine.....	Philadelphia, Pa.
Edmund Smith	Philadelphia, Pa.
Herman J. Lombaert.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
J. Edgar Thomson, President.....	Philadelphia, Pa.
Joseph Leslie, Secretary and Treasurer	Philadelphia, Pa.
Robert Neilson, Superintendent.....	Blairsville, Pa.

(No. 115.)

WILMINGTON AND READING.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
Chester County, } SS :

Personally appeared Hugh E. Steele, president, and W. S. Hil-
 les, treasurer, of the Wilmington and Reading railroad company,
 and in due form of law made affirmation, that the statements in
 the within report are true, to the best of their knowledge and be-
 lief.

(Signed)

HUGH E. STEELE, *President.*W. S. HILLES, *Treasurer.*

Affirmed and subscribed before me, this }
 16th day of January, 1872. }

A. D. HARLAN, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$800,000 00
Amount of stock subscribed	800,000 00
Amount paid in is by last report	754,717 37
Total amount now paid in of capital stock.....	757,728 74
Funded debt, as per last report.....	1,512,200 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of matu- rity, 1900,).....	\$1,250,000 00
2d mortgage bonds, (date of matu- rity, 1902,).....	723,600 00
	<hr/>
	1,973,600 00
Floating debt, as by last report	263,521 55
The amount now of floating debt.....	180,704 26
Total amount now of floating and funded debt....	2,154,304 26
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.	

Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued, (certificates not all issued.)	
Par value of each share.....	\$50 00
Average market value during the year.....	Unknown.
Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$2,141,621 51	\$2,439,837 10
Equipment.	170,753 26	240,625 41

CHARACTERISTICS OF ROAD.

Length of main line of road, from Wilmington, Del., to Birdsboro', Pa	63.6 miles.
Length of main line of road laid.....	63.6 "
Length of main line of road laid in Pennsylvania,	52 "
Length of double track.....	None.
Length of sidings	8.7 miles.
Gauge of road.....	4 feet 8 $\frac{3}{4}$ in.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by the company	None.
Roads worked or leased by the company	None.
Number of engine houses and shops	3
Number of engines	11
Number of first class passenger cars	6
Number of baggage, mail and express cars.....	5
Number of freight cars.....	95
Number of coal cars	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 2,592,).....	16
Number of stone bridges.....	None.
Number of railroads crossed.....	3

Number of stations on main road.....	32
Number of wood and water stations on main road,	8
Value of real estate held by the company, exclu- sive of road way.....	\$32,892 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Eight feet ties, stone and gravel ballast.	
Length in miles laid with steel rail.....	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains, (approxi- mated,).....	130,146
Number of miles run by freight trains, (approxi- mated,).....	69,722
Number of miles run by coal trains.....	None.
Number of passengers (all classes) carried in cars,	126,940
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	173,243
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,).....	18
Average rate of speed adopted by freight trains, including stops.....	8
Weight of first class passenger engines.....	51,000 lbs.
Weight of freight engines.....	66,000 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1870.....	8,735	May, 1871.....	10,544
December, 1870.....	9,721	June, 1871.....	10,377
January, 1871.....	9,362	July, 1871.....	13,073
February, 1871.....	8,372	August, 1871.....	13,625
March, 1871.....	11,466	September, 1871.....	11,041
April, 1871.....	10,719	October, 1871.....	9,867

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	45,388	Stone and lime.....	9,545
Bituminous coal.....	34,399	Agricultural products. In mer- chandise account.	
Pig iron and scrap.....	13,456	Merchandise and manufactures,	17,850
Manufactured iron.....	21,217	Lumber.....	12,014
Other iron or blooms.....	11,971		
Iron and other ores.....	7,433		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	2 $\frac{3}{4}$ cents.
For first class way passengers	3 “

The rate per ton, (of 2,000 pounds,) per mile, charged for freight :

For through freight.....	3 cents.
For through coal	2 “
For local freight.....	3 “
For local coal	1 $\frac{1}{2}$ “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$33,474 05
Taxes on real estate.....	79 82
Total.....	<u>33,553 87</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$13,246 75
Repairs of passenger and baggage cars.....	1,083 55
Repairs of freight cars.....	5,321 07
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	7,384 28
Total.....	<u>27,035 65</u>

Operating the road :

Office expenses, stationery, &c	\$5,135 35
Agents and clerks	7,200 00
Labor—loading and unloading freight	960 00
Porters, watchmen and switch-tenders	780 00
Car cleaning and inspecting, furniture and fixtures,	840 00
Conductors, baggage masters and brakemen.....	18,025 91
Engineers and firemen.....	15,074 68
Fuel and cost of preparing for use.....	22,829 97
Oil and waste for engines and tenders, passenger, baggage and freight cars	3,083 51

Telegraph, mail and station expenses	\$2,950 00
Loss and damage of goods and baggage.....	221 90
Tolls over other roads.....	750 00
Use of freight cars.....	4,741 21
General superintendence.....	14,332 05
Contingencies	7,906 37
Total.....	104,830 95

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders	\$3,011 37
From sale of bonds.....	461,400 00
Total.....	464,411 37

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1870.....	\$3,063 35	\$8,603 28	\$18 40	\$12 29	\$11,697 32
December, 1870.....	3,695 73	8,571 43	14 11	45 02	12,323 29
January, 1871.....	3,165 92	6,570 67	23 48	36 34	9,796 41
February, 1871.....	2,739 90	6,260 10	14 31	26 70	9,041 01
March, 1871.....	3,483 32	8,726 93	23 96	.....	12,234 21
April, 1871.....	3,806 78	9,623 98	21 13	99 11	13,551 00
May, 1871.....	3,986 53	9,091 77	26 18	157 91	13,262 39
June, 1871.....	3,941 03	9,254 49	24 29	48 72	13,268 53
July, 1871.....	5,370 10	8,702 65	23 89	73 26	14,169 90
August, 1871.....	6,523 98	15,670 47	1,303 19	117 09	23,614 73
September, 1871.....	4,653 80	12,039 54	67 11	107 17	16,867 62
October, 1871.....	3,890 82	13,938 88	20 29	112 57	17,962 56
Total.....	48,321 26	117,054 19	1,580 34	836 18	167,791 97

Summary of payments:

For construction and equipment.....	\$365,368 32
For maintaining the road, &c.—repairs of machinery and operating the road	157,434 28
For dividends	None.
For interest on bonds, &c	126,044 24
For miscellaneous.....	7,906 37
For surplus funds, (cash on hand, Oct. 31, 1871.)..	5,110 40
For municipal taxes.....	79 82
For State taxes.....	4,027 29
For United States taxes	3,906 95
Total amount of surplus fund.....	5,110 40

What express companies run on your road, and on what terms?
Central express company.

What transportation or freight companies run on your road,
and on what terms? None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	<u>1</u>	<u>4</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

January 26. Geo. K. Linderman, conductor on freight train, fell from engine tank while the train was in motion, near Mortonville, and had his left leg cut off below the knee.

June 13. Solomon Ely, supervisor of Upper division of road, had his right foot crushed, while sitting on a car loaded with lumber, while train was backing up to hook on other cars at Joanna station.

August 8. Edward Burnett, brakeman on freight train, had a foot cut off while endeavoring to jump on a train while in motion, at Isabella station.

August 2. John Shatz, engineer on freight train, was killed instantly, in collision of two freight trains, near Marshall's station, having been caught between the tank and engine.

August 2. John Little, brakesman on freight train, had an arm broken in above collision.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward Betts.....	Wilmington, Del.
Irene Dupont	Wilmington, Del.
Victor Dupont.....	Wilmington, Del.
Joseph Tatnall.....	Wilmington, Del.
E. C. Stotsenburg.....	Wilmington, Del.
George W. Bush	Wilmington, Del.
Hiestor Clymer.....	Reading, Pa.
Edward Brooke.....	Birdsboro', Pa.
S. B. Worth.....	Coatesville, Pa.
Jos. L. Pennock	Coatesville, Pa.
C. E. Pennock	Coatesville, Pa.
Charles Huston.....	Coatesville, Pa.
H. E. Steele, President.....	Coatesville, Pa.
W. S. Hilles, Secretary and Treasurer	Coatesville, Pa.

PASSENGER RAILWAY REPORTS.

PASSENGER RAILWAY REPORTS.

(No. 116.)

ALLENTOWN.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
Lehigh County, } ss:

Personally appeared Samuel Lewis, president, and C. W. Cooper, treasurer, of the Allentown Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) SAMUEL LEWIS, *President.*

CHAS. W. COOPER, *Treasurer.*

Sworn and subscribed before me, this }
18th day of December, 1871. }

SAMUEL COLVER, *Notary Public.*

STOCK AND DEBT.

Amount of stock subscribed.....	\$30,500 00
Amount paid in as by last report.....	30,500 00
Total amount now paid in of capital stock	36,600 00
Floating debt, as by last report.....	10,733 21
The amount now of floating debt.....	5,000 00
Total amount now of floating and funded debt	10,000 00
Rate per cent. per annum of interest on funded debt:	
1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: Stock, 20 per cent., December 1, 1870.	
Number of shares of stock issued.....	366
Par value of each share	\$100 00
Average market value during the year.....	100 00

Amount paid in on each share	\$100 00
Amount of capital on which the respective dividends were declared	<u>30,500 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$23,634 64	\$24,382 47
Equipment	6,484 01	7,069 92
Total cost.....	<u>30,118 65</u>	<u>31,452 39</u>

CHARACTERISTICS OF ROAD.

Length of road laid: 3 m. 5 f. 15 p. 1 yd.	
Length of double track, including sidings: None, except two turnouts and siding in car house.	
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	19 pounds.
Number of car houses, shops and stables: 1 car house, 1 stable.	
Number of depots.....	1
Number of first class passenger cars.....	4
Average value of each.....	\$1,000 00
Number of second class passenger cars.....	1
Average value of each.....	\$462 00
Number of passengers that may be seated in each car.....	30
Number of other cars	None.
Number of horses owned by the company.....	12
Average value of each, including harness.....	\$235 06
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way..	\$15,658 31
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	3,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day	30
How many miles does each two horse team make daily.....	12

How is track laid, and on what foundation? On string pieces and cross-ties, on cinder foundation. Average time consumed by cars in passing over the road..... 1 hour.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Starting on Hamilton street, near Ninth; thence down Hamilton to Fifth, down Fifth to Walnut, down Walnut to Fourth, down Fourth to Hamilton; thence along said street to the L. and S. R. R. depot, crossing the Jordan and Lehigh bridges and L. V. R. R. track; another branch of the road branching off at Second street; thence along said street south to the L. V. R. R. depot; thence along the L. V. R. R. to the East Pennsylvania junction, crossing the county bridge; the main trunk of the road being continued on Second street north to Linden, along Linden to Ridge avenue, up Ridge avenue to Gordon, down Gordon to Front, to the terminus of the road at the Allentown furnace.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS,
FOR THE YEAR.

November, 1870.....	8,201½	July, 1871.....	11,712
December, 1870.....	8,756	August, 1871.....	12,639½
January, 1871.....	7,082	September, 1871.....	12,462½
February, 1871.....	6,036	October, 1871.....	10,429½
March, 1871.....	7,978½		
April, 1871 ..	9,389½	Total	<u>116,910½</u>
May, 1871	10,675		
June, 1871.....	11,548½		

he rate of fare for passengers charged:

Single fare.....	10 cents.
Tickets in packages of 14 sold for....	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$205 07
Repairs of buildings.....	55 74
Total	<u>260 81</u>

Operating the road :

On account of horses.....	\$56 25
Harness and repairs.....	52 93
Repairs to cars.....	58 85
Horse shoeing.....	306 64
Hay and feed.....	2,397 80
Office expenses, stationery and depot expenses....	4 81
Watchmen, switchmen, conductors, drivers, hostlers, pay-roll.....	4,069 81
Fluid, fuel, oil and gas.....	20 20
Total.....	7,228 10

RECEIPTS.

Months.	From pas- sengers.	Rent.	Total.
November, 1870.....	\$911 69	.....	\$911 69
December, 1870.....	736 41	.....	736 41
January, 1871.....	624 97	\$175 00	799 97
February, 1871.....	505 62	.....	505 62
March, 1871.....	758 40	.....	758 40
April, 1871.....	830 18	175 00	1,005 18
May, 1871.....	844 20	.....	844 20
June, 1871.....	931 85	.....	931 85
July, 1871.....	1,036 17	150 00	1,186 17
August, 1871.....	1,022 03	.....	1,022 03
September, 1871.....	1,003 75	.....	1,003 75
October, 1871.....	920 51	175 00	1,095 51
Total.....	10,125 78	675 00	10,800 78

Summary of payments :

For construction.....	\$1,439 24
For maintaining the road or real estate of the cor- poration, and operating the road.....	7,228 10
For interest.....	566 00
For new passenger cars and horses.....	936 33
For miscellaneous.....	184 69
For municipal taxes.....	13 20
For State taxes.....	389 88
Total.....	10,757 44

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Lewis	Allentown, Pa.
M. Hannum.....	Allentown, Pa.
J. D. Stiles.....	Allentown, Pa.
Nelson Weiser.....	Allentown, Pa.
C. W. Cooper.. ..	Allentown, Pa.
Samuel Lewis, President.....	Allentown, Pa.
Nelson Weiser, Secretary.....	Allentown, Pa.
C. W. Cooper, Treasurer.....	Allentown, Pa.

(No. 117.)

CITIZENS', (PHILADELPHIA.)

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared George Williams, president, and William Bonsall, treasurer, of the Citizens' Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEO. WILLIAMS, *President.*
 WM. BONSALE, *Treasurer.*

Affirmed and subscribed before me, this }
 7th day of November, 1871. }

FRANCIS HOOD, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed	10,000 shares.
Amount paid in as by last report.....	\$192,750 00
Total amount now paid in of capital stock.....	192,750 00
Funded debt, as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity,)	None.
2d mortgage bonds, (date of maturity,)	None.
3d mortgage bonds, (date of maturity,)	None.
Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt ...	None.
Date and rate per cent. per annum of dividend or dividends: Cash, \$3 50, January and July.	
Number of shares of stock issued	10,000
Par value of each share	\$50 00
Average market value during the year: Sales not sufficient to answer this question.	

Amount paid in on each share: On 8,500 shares,
\$20, and on 1,500 shares, \$15.

Amount of capital on which the respective dividends were declared \$500,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$71,320 14	\$71,320 14
Equipment	135,944 04	141,000 00
Total cost	<u><u>207,264 18</u></u>	<u><u>212,320 14</u></u>

CHARACTERISTICS OF ROAD.

Length of road laid, about.....	7 $\frac{1}{4}$ miles.
Length of double track, including sidings: No sidings or double track.	
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track	45 pounds.
Number of car houses, shops and stables.....	1 of each.
Number of depots	1
Number of first class passenger cars.....	46
Average value of each	\$800
Number of second class passenger cars.....	2
Average value of each	\$400
Number of passengers that may be seated in each car.....	20
Number of other cars	2
Number of horses owned by the company.....	350
Average value of each, including harness	\$90
Number of mules owned by the company	2
Average value of each, including harness	\$125
Value of real estate held, exclusive of road way..	88,500
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage	4,500 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day	428

How many miles does each two-horse team make daily: Some teams 18 miles, others $21\frac{3}{4}$ miles.

How is track laid, and on what foundation? Yellow pine stringers and cross-ties, on gravel.

Average time consumed by cars in passing over the road 66 minutes.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Tenth and Montgomery streets, down Tenth to Reed, along Reed to Eleventh street, up Eleventh to Berks street, along Berks so Tenth street, and down Tenth to Montgomery street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

November, 1870.....	423, 813	June, 1871.....	429, 730
December, 1870.....	455, 614	July, 1871.....	394, 429
January, 1871.....	402, 735	August, 1871.....	389, 497
February, 1871.....	365, 354	September, 1871.....	442, 947
March, 1871.....	431, 194	October, 1871.....	446, 533
April, 1871.....	438, 253		
May, 1871.....	472, 123	Total	<u><u>5, 092, 222</u></u>

The rate of fare for passengers charged:

Single fare, 7 cents, or tickets in packages of 4, $6\frac{1}{4}$ cents each ticket.

Exchange tickets, carrying persons over two roads, 9 cents.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$7,623 44
Repairs of buildings	649 71
Taxes on real estate	842 50
Total.....	<u><u>9,115 65</u></u>

Operating the road:

On account of horses	\$8,939 00
Harness and repairs	1,055 39
Repairs to cars, and new cars.....	12,753 08

Horse shoeing and blacksmithing	\$9,949 57
Hay and feed	56,230 63
Office expenses, stationery and depot expenses: Included in miscellaneous.	
Salaries and wages	96,850 23
Insurance	1,101 00
Watchmen, switchmen, hostlers, pay-roll: Included in salaries and wages.	
General expenses of stable: Included in miscella- neous.	
Conductors and drivers: Included in salaries and wages.	
Fluid, fuel, oil and gas: Included in miscellaneous.	
Damage for injuries of persons, and miscellaneous expenses	8,675 63
Total	<u>195,554 53</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders	Nothing.
Sale of bonds	Nothing.
Other sources	<u>Nothing.</u>

RECEIPTS.

Months.	From Passengers.	Manure.	Other sources.	Total.
November, 1870	\$25,428 81	\$552 00	\$51 26	\$26,032 07
December, 1870	27,336 85	357 00	390 00	28,083 85
January, 1871	24,164 13	357 00	854 06	25,375 19
February, 1871	21,921 25	357 50	165 00	22,443 75
March, 1871	25,871 62	302 77	149 77	26,324 16
April, 1871	26,295 18	302 00	180 00	26,777 18
May, 1871	28,327 38	.....	103 80	28,431 18
June, 1871	25,783 82	604 00	213 88	26,601 70
July, 1871	23,665 73	.....	391 75	24,057 48
August, 1871	23,369 84	302 00	174 79	23,846 63
September, 1871	26,598 83	302 00	407 78	27,308 61
October, 1871	26,792 00	.....	948 25	27,740 25
Total	305,535 44	3,436 27	4,030 34	313,002 05

Summary of payments :

For construction and repairs	\$7,623 44
Maintaining the road or real estate of the corpora- tion, and operating the road	195,554 53

Interest on bonds of Empire railway company....	\$4,454 84
Dividends	70,000 00
New passenger cars and horses: Included in second item.	
Payments to loan account	None.
Miscellaneous: Included in second item.	
Municipal taxes, and licenses.....	7,210 83
State taxes.....	6,192 53
United States taxes.....	1,926 93
	<hr/>
	292,963 10
Additions to real estate.....	13,000 00
	<hr/>
Total.....	<u>305,963 10</u>

ACCIDENTS.

	Killed.
Passengers	1
Others	1
	<hr/>
Total.....	<u>2</u>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

January 13. At Tenth, below Bainbridge street, Robert Casca-den fell from the front platform of a car, in front of the wheel, which ran over one of his legs; he died from the effects of the injury, on the 31st of January.

June 25. A child, Martha E. Helferty, aged 6½ years, was run over, at Tenth and Green streets, and was instantly killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Amos Ellis.....	Philadelphia.
C. Colket.....	Philadelphia.
William McClary.....	Philadelphia.
J. K. McIlwain.....	Philadelphia.
John D. Brown.....	Philadelphia.
George Williams, President.....	Philadelphia.
William Bonsall, Secretary and Treasurer	Philadelphia.

(No. 118.)

CITIZENS', (PITTSBURG.)

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared Jas. Verner, president, and H. C. Buhoup, for treasurer, of the Citizens' Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAMES VERNER, *President.*

H. C. BUHOUP, *for Treasurer.*

Sworn and subscribed before me, this }
 27th day of December, 1871. }

J. DONALDSON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed	100,000 00
Amount paid in as by last report.....	184,000 00
Total amount now paid in of capital stock	184,000 00
Funded debt, as per last report	56,300 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1879,).....	50,000 00
Floating debt as by last report	7,700 00
The amount now of floating debt	7,700 00
Total amount now of floating and funded debt ...	57,700 00
Rate per cent. per annum of interest on funded debt:	
1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, November 10, 1870, \$24,000, or 12 per cent.; May 10, 1871, \$20,000, or 10 per cent	
Number of shares of stock issued.....	4,000

Par value of each share	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share	\$46 00
Amount of capital on which the respective dividends were declared	<u>200,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$112,635 57	\$112,635 57
Equipment.....	132,249 33	137,259 33
	<u>244,884 90</u>	<u>249,894 90</u>
Total cost.....		

CHARACTERISTICS OF ROAD.

Length of road laid: 5 miles, 2,929 feet.	
Length of double track, including sidings.....	3 $\frac{1}{4}$ miles.
Gauge of road.....	5 feet 2 $\frac{1}{2}$ in.
Weight of rail per yard on main track	43 pounds.
Number of car houses, shops and stables: 2 car houses, 1 stable, 1 feed house, 1 repair shop.	
Number of depots	2
Number of first class passenger cars.....	30
Average value of each	\$1,000 00
Number of second class passenger cars	3
Average value of each	\$600 00
Number of passengers that may be seated in each car	24
Number of other cars	2
Number of horses owned by the company.....	163
Average value of each, including harness.....	\$100 00
Number of mules owned by the company	7
Average value of each, including harness.....	\$100 00
Value of real estate held, exclusive of roadway...	70,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	3 $\frac{1}{2}$

Number of trips each day	226
How many miles does each two horse team make daily	19½
How is track laid and on what foundation? White pine stringers, oak cross-ties, gravel and clay bed.	
Average time consumed by cars in passing over road	<u>40 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: On Penn street to Butler, along Butler to Cemetery station; thence to Pittsburg side of Sharpsburg bridge, on extension of Butler street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

November, 1870.....	222,055	July, 1871.....	267,306
December, 1870.....	223,655	August, 1871	252,075
January, 1871.....	191,169	September, 1871	244,538
February, 1871.....	199,131	October, 1871.....	251,515
March, 1871.....	218,711		
April, 1871.....	237,140	Total	<u>2,816,073</u>
May, 1871.....	262,443		
June, 1871	246,335		

The rate of fare for passengers charged:

Single fare.....	6 cents.
Tickets in packages of 10 sold for.....	<u>50 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$5,616 50
Repairs of buildings	548 45
Taxes on real estate	738 52
Total.....	<u>6,903 47</u>

Operating the road:

On account of horses	\$1,478 26
Harness and repairs	954 47

Repairs to cars	\$5,009 87
Horse shoeing.....	4,767 68
Hay and feed.....	22,429 69
Office expenses, stationery and depot expenses ...	1,678 90
Salaries.....	3,400 08
Insurance	845 58
Watchmen, switchmen, hostlers, pay roll.....	13,570 97
Conductors and drivers.....	32,811 00
Fluid, fuel, oil and gas	1,244 51
Damage for injuries of persons	70 00
Total	88,261 01

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders	None.
From sale of bonds	None.
From other sources	None.

RECEIPTS.

Months.	Passengers.	Rent.	Manure.	Other sources.	Total.
November, 1870.....	\$12,722 68	\$66 00	.....	\$367 70	.....
December, 1870	12,819 28	66 00	\$355 00	272 50	.....
January, 1871	11,469 43	66 00	.....	100 00	.....
February, 1871	11,347 24	66 00	.....	303 60	.....
March, 1871.....	12,522 04	66 00	.....	536 57	.....
April, 1871	13,627 87	66 00	.....	139 70	.....
May, 1871	15,746 57	66 00	.....	146 40	.....
June, 1871.....	14,180 12	166 00	.....	428 17	.....
July, 1871.....	15,438 39	125 00	.....	.....	.....
August, 1871	14,524 53	195 50	.....	1,348 80	.....
September, 1871.....	14,311 70	66 00	.....	330 00	.....
October, 1871.....	14,490 94	66 00	.....	161 50	.....
Total.....	163,200 79	1,080 50	355 00	4,134 94	\$167,771 23

Summary of payments :

Maintaining the road or real estate of the corporation, and operating the road	\$96,360 01
Interest	462 00
Dividends	44,000 00
New passenger cars and horses.....	8,229 50
Miscellaneous	3,225 00
Municipal taxes	2,930 21

State taxes.....	\$2,941 30
United States taxes.....	1,227 49
	<hr/>
Total.....	159,475 51
	<hr/> <hr/>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Verner.....	Pittsburg.
Alex. Speer.....	Pittsburg.
Richard Hays.....	Pittsburg.
J. H. Jones.....	Pittsburg.
Jos. S. Brown.....	Pittsburg.
James Verner, President	Pittsburg.
H. C. Buhoup, Secretary	Pittsburg.
John G. Holmes, Treasurer.....	Pittsburg.

(No. 119.)

COALVILLE.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, }
Luzerne County, } ss :

Personally appeared Winthrop W. Ketcham, president, and Charles A. Miner, treasurer, of the Coalville Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WINTHROP W. KETCHAM, *President.*
 CHAS. A. MINER, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of January, 1872. }

A. H. KETCHAM, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock subscribed	34,100 00
Total amount now paid in of capital stock	30,254 94
Funded debt as per last report	None.
The amount now of floating debt.....	15,000 00
Date and rate per cent. per annum of dividend or dividends: Stock, April 1, 1871	10 per cent.
Number of shares of stock issued	335
Par value of each share	\$100 00
Average market value during the year.....	90 00
Amount paid in on each share	100 00
Amount of capital on which the respective divi- dends were declared.....	29,713 62

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$37,632 16
Equipment.....	7,407 25
Total cost.....	45,039 41

CHARACTERISTICS OF ROAD.

Length of road laid	2.87 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	20 and 45 lbs.
Number of car houses, shops and stables: One car house, one stable, leased.	
Number of depots.....	None.
Number of first class passenger cars	3
Average value of each.....	\$800 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car	12
Number of other cars: One construction car.	
Number of horses owned by the company.....	12
Average value of each, including harness	\$200 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way..	None.
Average weight in pounds of passenger cars, exclusive of passengers and baggage	2,450 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day.....	15
How many miles does each two horse team make daily	20
How is track laid, and on what foundation? 20 lb. rail on cross-ties; 45 street rail on stringers.	
Average time consumed by cars in passing over the road.....	<u>35 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: The railroad commences at the depot of the Lehigh and Susquehanna railroad, in Ashley, (late Coalville;) thence along the Back road through Hanover township to the city of Wilkesbarre; thence along Hazleton avenue to Washington street, and thence through Washington market, east side public square, to north Main street, below Union street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

December, 1870.....	9, 891	July, 1871.....	9, 265
January, 1871.....	8, 513	August, 1871.....	9, 412
February, 1871.....	7, 811	September, 1871.....	8, 308
March, 1871.....	7, 887	October, 1871.....	8, 349
April, 1871.....	7, 456	November, 1871.....	7, 909
May, 1871.....	7, 725		
June, 1871.....	8, 876	Total.....	101, 402

The rate of fare for passengers charged :

Single fare.....	15 cents.
Tickets in packages of eight, sold for.....	\$1 00

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$1,131 83
Repairs of buildings.....	46 75
Taxes on real estate	None.
Total	1,178 58

Operating the road :

On account of horses.....	\$158 35
Harness and repairs.....	198 15
Repairs to cars	217 76
Horse shoeing.....	285 58
Hay and feed.....	1,997 48
Office expenses, stationery and depot expenses....	242 12
Salaries.....	1,200 00
Insurance.....	125 00
General expenses of stable.....	1,977 04
Conductors and drivers.....	1,992 52
Fluid, fuel, oil and gas	87 69
Damage for injury of persons.....	None.
Total	8,481 69
Grand total	9,660 27

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	\$5,896 21
From sale of bonds	None.
From other sources.....	None.

RECEIPTS FROM PASSENGERS.

December, 1870.....	\$1,070 40	July, 1871.....	978 12
January, 1871.....	1,030 97	August, 1871.....	977 20
February, 1871.....	881 80	September, 1871.....	915 40
March, 1871.....	889 55	October, 1871.....	942 36
April, 1871.....	792 10	November, 1871.....	845 25
May, 1871.....	837 40		
June, 1871.....	997 20	Total.....	11,157 75

Summary of payments :

For construction.....	\$4,760 18
For maintaining the road or real estate of the corporation, and operating the road	9,660 27
For interest.....	1,196 76
For dividends.....	None.
For new passenger cars and horses.....	None.
For payments to loan account	None.
For miscellaneous	15 79
For payments made to surplus funds	None.
For municipal taxes	23 45
For United States taxes	28 15
Total.....	15,684 60

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. W. Ketcham.....	Wilkesbarre, Pa.
C. A. Miner.....	Wilkesbarre, Pa.
E. A. Hancock	Wilkesbarre, Pa.
Charles Erath.....	Wilkesbarre, Pa.
W. R. Maffitt.....	Wilkesbarre, Pa.
C. A. Zeigler.....	Wilkesbarre, Pa.
George Loveland	Wilkesbarre, Pa.
O. B. M'Knight.....	Laurel Hill, Pa.
Winthrop W. Ketcham.....	President.
Alexander H. Ketcham.....	Secretary.
Charles a Miner.....	Treasurer.

(No. 120.)

EASTON AND SOUTH EASTON.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
Northampton County, } ss:

Personally appeared Henry A. Sage, president, and George G. Zane, treasurer, of the Easton and South Easton Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) HENRY A. SAGE, *President.*
 GEORGE G. ZANE, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of December, 1871. }

B. F. ARMOR, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$75,000 00
Amount of stock subscribed	29,562 50
Amount paid in as by last report.....	29,562 50
Total amount now paid in of capital stock.....	29,562 50
Funded debt as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt as by last report.....	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt....	None.
Rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: Cash, January 1.....	5 per cent.
Number of shares of stock issued.....	1,182½
Par value of each share	\$25 00
Average market value during the year.....	15 00
Amount paid in on each share.....	25 00
Amount of capital on which the respective divi- dends were declared.....	29,562 50

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$18,227 68	\$18,960 05
Equipment	7,002 45	7,002 45
Total cost.....	<u>25,230 13</u>	<u>25,962 50</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	1 $\frac{3}{4}$ miles.
Length of double track, including sidings.....	$\frac{1}{4}$ "
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables: 1 car house and stable.	
Number of depots.....	None.
Number of first class passenger cars, (two horse,)	3
Average value of each.....	\$700 00
Number of second class passenger cars	None.
Number of passengers that may be seated in each car	20
Number of other cars.....	None.
Number of horses owned by the company.....	13
Average value of each, including harness	\$150 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way ..	\$3,600 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,300
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4
Number of trips each day	48 each way.
How many miles does each two horse team make daily.....	18
How is track laid, and on what foundation? Stringers and cross-ties.	
Average time consumed by cars in passing over the road.....	<u>20 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Starting in South Easton, corner of Canal and Lehigh streets; thence by Canal street and public highway to the bridge crossing the Lehigh river; thence by Third street, in Easton, to the Centre square.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

November, 1870.....	13,500	July, 1871.....	16,736
December, 1870.....	13,636	August, 1871.....	15,362
January, 1871.....	14,005	September, 1871.....	15,358
February, 1871.....	11,697	October, 1871.....	14,577
March, 1871.....	13,412		
April, 1871.....	14,077	Total.....	170,757
May, 1871.....	13,324		
June, 1871.....	15,073		

The rate of fare for passengers charged:

Single fare.....	7 cents.
Tickets in packages of five sold for.....	25 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$1,083 32
Repairs of buildings.....	84 21
Taxes on real estate.....	34 60
Total.....	1,202 13

Operating the road:

On account of horses.....	\$894 50
Harness and repairs.....	148 09
Repairs to cars.....	201 74
Horse shoeing.....	354 64
Hay and feed.....	1,984 10
Office expenses, stationery and depot expenses...	62 70
Salaries.....	161 30
Insurance.....	42 00
Watchmen, switchmen, hostlers, pay-roll.....	839 57

General expenses of stable.....	\$12 50
Conductors and drivers.....	2,291 08
Fluid, fuel, oil and gas.....	26 69
Damage for injuries of persons.....	None.
Total.....	<u>7,018 91</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

None.

RECEIPTS.

Months.	From pas- sengers.	Rent.	Sale of horses.	Total.
November, 1870.....	\$735 55	\$8 50	.....	\$744 05
December, 1870.....	813 44	8 50	.....	821 94
January, 1871.....	775 89	8 50	.....	724 39
February, 1871.....	633 36	8 50	.....	641 86
March, 1871.....	740 96	8 50	.....	749 46
April, 1871.....	734 14	8 50	.....	742 64
May, 1871.....	779 08	8 50	.....	787 58
June, 1871.....	825 88	8 50	.....	734 33
July, 1871.....	897 06	8 50	\$50 00	955 56
August, 1871.....	869 42	8 50	.....	877 92
September, 1871.....	857 26	8 50	125 00	990 76
October, 1871.....	818 10	8 50	.....	826 60
Total.....	<u>9,480 14</u>	<u>102 00</u>	<u>175 00</u>	<u>9,757 14</u>

Summary of payments:

For maintaining the road or real estate of the cor- poration, and operating the road.....	\$7,099 02
For dividends.....	1,470 00
For horses.....	894 50
For rubber tickets.....	20 50
For auditing treasurer's account.....	10 00
For municipal taxes.....	34 60
For State taxes.....	228 52
Total.....	<u>9,757 14</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Henry A. Sage.....	Easton.
John Eyreman.....	Easton.
Henry Detweiler.....	Easton.
David Pyatt.....	Easton.
Edward H. Green.....	Easton.
Charles Stewart.....	South Easton.
John J. Kinsey.....	South Easton.
James Young.....	South Easton.
Henry A. Sage, President.....	Easton.
George G. Zane, Secretary and Treasurer.....	South Easton.
Elisha Burwell, Superintendent.....	South Easton.

(No. 121.)

EMPIRE.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS :

Personally appeared Joseph E. Gillingham, president, and William Bonsall, treasurer, of the Empire Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. E. GILLINGHAM, *President.*
 WM. BONSALL, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of January, 1872. }

FRANCIS HOOD, *Alderman.*

OFFICE OF EMPIRE PASSENGER R. Co., }
Philadelphia, January 12, 1872. }

Gen. JOHN F. HARTRANFT, *Auditor General :*

SIR :—Since the last report made by this company, under date of December 1, 1870, this road has been completed on the route described below, and cars commenced running regularly over it on the 16th of November last. Previous to that time the Twelfth street part of the road, which had been partially completed in 1870, was run under an agreement with the Citizens' Passenger railway company, by which company, in connection with the Seventeenth and Nineteenth Streets Passenger railway company, the road is proposed to be leased. The report of the receipts and expenditures of the Citizens' Passenger railway company, transmitted to you about the 6th of November last, includes the receipts from the Empire Passenger railway to the 1st of that month.

Bonds to the amount of \$83,500 have been issued, and the proceeds used in the construction of the road. The tax upon these bonds has been paid by the Citizens' Passenger railway company, which company guarantees the interest upon them.

STOCK AND DEBT.

Capital stock as authorized by law.....	12,000 shares.
Amount of stock subscribed.....	12,000 “
Total amount now paid in of capital stock: Not known to present officers.	
Funded debt as per last report.....	\$100,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds.....	83,500 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Number of shares of stock issued.....	12,000
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share: Not known to present officers.	

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction.....	\$97,000 00
Equipment owned by other corporations.	

CHARACTERISTICS OF ROAD.

Length of road laid, about.....	7 $\frac{3}{4}$ miles.
Length of double track, including sidings.....	None.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	43 pounds.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Twelfth and Montgomery, down Twelfth to Wharton, up Wharton to Seventeenth, up Seventeenth to Carpenter, down Carpenter to Sixteenth, up Sixteenth to Montgomery, down Montgomery to Twelfth.

The rate of fare for passengers charged:

Single fare.....	7 cents.
With exchange tickets.....	9 “
Tickets in packages of four sold for.....	25 “

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From sale of bonds, (\$83,500, sold at 15 per cent.
discount,)..... \$76,975 00

Summary of payments :

For construction \$97,000 00

NAMES AND RESIDENCE OF OFFICERS.

Directors.

Post office address.

Amos Ellis.....	Philadelphia.
D. R. Garrison	Philadelphia.
George Williams	Philadelphia.
George J. Gross.....	Philadelphia.
William Bonsall.....	Philadelphia.
Joseph E. Gillingham, President.....	Philadelphia.
William Bonsall, Secretary and Treasurer	Philadelphia.

(No. 122.)

ERIE CITY.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Erie County, } ss :

Personally appeared O. Noble, president, and William Nick, Superintendent, of the Erie City Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) O. NOBLE, *President.*
WM. NICK, *Superintendent.*

Sworn and subscribed before me, this }
29th day of January, 1872. }
S. S. SPENCER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed.....	23,300 00
Amount paid in as by last report	19,807 00
Total amount now paid in of capital stock	19,807 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, due,)	\$7,271 73
2d mortgage bonds, (date of maturity, July 1, 1873,)	5,000 00
3d mortgage bonds, (date of maturity, July 1, 1878,)	5,000 00
Mortgage on real estate and interest	3,186 00
	20,457 73
Total amount now of floating and funded debt....	20,457 73
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.	

Number of shares of stock issued.....	466
Par value of each share.....	\$50 00
Amount paid in on each share	<u>Mostly in full.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$19,670 93	\$22,921 39
Equipment.....	12,619 86	14,036 08
	<hr/>	<hr/>
Total cost.....	32,290 79	36,957 47
	<hr/>	<hr/>

CHARACTERISTICS OF ROAD.

Length of road laid.....	2 miles, 740 ft.
Length of double track, including sidings.....	1,150 feet.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track	30 pounds.
Number of car houses, shops and stables.....	2
Number of depots	1
Number of first class passenger cars	6
Average value of each	\$700 00
Number of passengers that may be seated in each car: 16 in 4, and 20 in 2.	
Number of horses owned by the company.....	20
Average value of each, including harness.....	\$125 00
Number of mules owned by the company.....	6
Average value of each, including harness.....	\$120 00
Value of real estate held, exclusive of roadway...	6,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage: Four weigh 2,600 pounds, and two weigh 3,500 pounds.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4
Number of trips each day	60
How many miles does each two horse team make daily	20
How is track laid and on what foundation? Part stone, and part Nicholson and gravel.	

Average time consumed by cars in passing over the road, about 1 hour.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Commencing at Second street; thence along State street to Turnpike street, along Turnpike street to Peach, along Peach to Twenty-sixth street, and thence along Erie and Waterford turnpike road to depot and barn.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

January, 1871.....	13,852	August, 1871.....	29,891
February, 1871.....	11,067	September, 1871.....	22,645
March, 1871.....	14,792	October, 1871.....	19,669
April, 1871.....	15,859	November, 1871.....	16,580
May, 1871.....	23,229	December, 1871.....	15,583
June, 1871.....	23,088		
July, 1871.....	30,488	Total.....	<u>236,743</u>

The rate of fare for passengers charged:

Single fare..... 7 cents.
 Tickets in packages of 4, 10, 15 and 20 sold for 25 cents, 50 cents, school 50 cents and \$1 00 per package.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$302 02
Repairs of buildings	83 88
Taxes on real estate	106 28
Total.....	<u>492 18</u>

Operating the road:

On account of horses: In general expense account.	
Harness and repairs	\$163 06
Repairs to cars	223 40
Horse shoeing.....	604 92
Hay and feed	3,566 35

Office expenses, stationery and depot expenses . . .	\$12 40
Salaries, superintendence	762 64
Insurance	260 93
Watchmen, switchmen, hostlers, pay-roll	2,037 62
General expenses of stable	544 26
Conductors and drivers	2,542 16
Fluid, fuel, oil and gas: In general expense account.	
Damage for injuries of persons	None.

Total	10,717 74
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RECEIPTS.

Months.	Passengers.	Rent.	Manure.	Other sources.*	Total.
January, 1871	\$852 45	\$8 34			\$860 79
February, 1871	678 08	8 34			686 42
March, 1871	940 26	8 34		\$75 00	1,023 60
April, 1871	1,026 91	32 93			1,059 84
May, 1871	1,306 67	14 59			1,321 26
June, 1871	1,442 31	14 59	\$1 00	75 00	1,532 90
July, 1871	1,734 60	14 59			1,749 19
August, 1871	1,636 52	14 59			1,651 11
September, 1871	1,306 98	14 59		75 00	1,396 57
October, 1871	1,086 12	14 59	27 46		1,128 17
November, 1871	938 01	14 59	44 54		997 14
December, 1871	867 97	14 59	7 00	75 00	964 56
Total	13,816 88	174 67	80 00	300 00	14,371 55

Summary of payments:

For construction	\$36,957 47
For maintaining the road or real estate of the corporation, and operating the road	11,103 64
For interest	812 66
For new passenger cars and horses	1,225 00
For municipal taxes	106 28
For State taxes	35 00
Total	50,240 05

* Advertising.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
O. Noble	Erie, Pa.
Walter Scott.....	Erie, Pa.
W. F. Rindernecht.....	Erie, Pa.
Herman Jones.....	Erie, Pa.
M. Hartlet.....	Erie, Pa.
E. Goodrich.....	Erie, Pa.
John S. Carter	Erie, Pa.
P. A. Becker.....	Erie, Pa.
Wm. Nick, Sr.. ..	Erie, Pa.
B. S. Witherell.....	Erie, Pa.
Orange Noble, President.....	Erie, Pa.
Walter Scott, Secretary.....	Erie, Pa.
W. F. Rindernecht, Treasurer	Erie, Pa.

(No. 123.)

FEDERAL STREET AND PLEASANT VALLEY.

[For the financial year ending September 30, 1871.]

STATE OF PENNSYLVANIA, }
Allegheny County, } SS:

Personally appeared William M'Creery, president, and John Birmingham, treasurer, of the Federal Street and Pleasant Valley Passenger railway company, and in due form of law made oath, that the statements in the within report are true, as rendered to us by the secretary of the company.

(Signed) W. M'CREERY, *President.*

JOHN BIRMINGHAM, *Treasurer.*

Sworn and subscribed before me, this }
 6th day of February, 1872. }

J. DONALDSON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed.....	70,000 00
Total amount now paid in of capital stock.....	68,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, Oct. 1, 1878,).....	25,000 00
The amount now of floating debt. Not fully ascertained; buildings and equipments now in progress.	
Rate per cent. per annum of interest on funded debt: 1st mortgage	7- $\frac{3}{10}$ per cent.
Date and rate per cent. per annum of dividend or dividends	None made.
Number of shares of stock issued	2,720
Par value of each share	\$25 00
Average market value during the year.....	25 00
Amount paid in on each share	25 00
Amount of capital on which the respective dividends were declared	<u>None made.</u>

CHARACTERISTICS OF ROAD.

Length of road laid, about.....	3 miles.
Length of double track, including sidings, about..	2 "
Gauge of road	5 ft. 2½ in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables	3
Number of depots.....	1
Number of first class passenger cars.	11
Average value of each	\$500 00
Number of second class passenger cars.....	2
Average value of each.....	\$300 00
Number of passengers that may be seated in each car.....	18 to 20
Number of other cars.....	1 salt car.
Number of horses owned by the company.....	72
Average value of each, including harness.....	\$125 00
Number of mules owned by the company.....	4
Average value of each, including harness	\$100 00
Value of real estate held, exclusive of road way...	35,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage	4,000 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4
Number of trips each day : 100 trips with ten cars.	
How many miles does each two horse team make daily	18
How is track laid, and on what foundation ? White pine stringers and cross-ties, paved streets.	
Average time consumed by cars in passing over the road, about.....	<u>40 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Custom House, Pittsburgh, by Smithfield street to Seventh avenue; by Seventh avenue and Ninth street, across Allegheny river by Hand street bridge to Allegheny city; thence *via*. Anderson, Union avenue, Gay alley, Federal street, North avenue, Monterey, Jackson, Fremont, Washington avenue and Taggart street to stables.

STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

From November 11, 1870, to October 1, 1871	823,334
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The rate of fare for passengers charged :

Single fare.....	6 cents.
Tickets in packages of ten sold for	50 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Kept in general expense account

Operating the road :

On account of horses : Included in general expense.	
Harness and repairs: Included in general expense.	
Repairs to cars: Included in general expense.	
Horse shoeing : Included in general expense.	
Hay and feed	\$7,382 20
Salaries for all purposes, including pay-roll, &c. . . .	17,280 35
Watchmen, switchmen, hostlers and pay-roll: Included in salaries.	
General expenses of stable.....	8,057 10
Interest on bonds.....	912 50
Conductors and drivers: Included in salaries.	
Fluid, fuel, oil and gas: Included in general expense.	
Damage for injuries of persons.....	30 00
Total	<u>33,662 15</u>

RECEIPTS.

From all sources, from November 11, 1871, to September 30, 1871.....	<u>\$41,166 71</u>
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ACCIDENTS.

INJURED—Others.....	<u>2</u>
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The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

Child, named M'Gary, hurt on Anderson street last winter, by falling against car, which caused the child's leg a slight hurt; soon fully recovered.

Child of Mr. Carlyle, eighteen (18) months old, stumbled out of door-way on Gay alley, and car ran over left arm, which had to be amputated; the child is fully recovered except the loss of the arm.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William M'Creery	Allegheny city, Pa.
J. Gallagher.....	Allegheny city, Pa.
T. J. Stockdale.....	Allegheny city, Pa.
W. S. Evans.....	Allegheny city, Pa.
U. J. Anderson.	Allegheny city, Pa.
Joseph Myers.....	Allegheny city, Pa.
J. Birmingham.....	Pittsburg, Pa.
Henry A. Freyvogle	Pittsburg, Pa.
W. R. Hamilton.....	Pittsburg, Pa.
William M'Creery, President.....	Allegheny city.
John Birmingham, Treasurer.....	Pittsburg.

(No. 124.)

FRANKFORD AND SOUTHWARK PHILADELPHIA CITY.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, } ss:
Philadelphia County,

Personally appeared James West, president, and William Poulterer, treasurer, of the Frankford and Southwark Philadelphia City Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAMES WEST, *President.*

WM. POULTERER, *Treasurer.*

Sworn and subscribed before me, this }
 18th day of December, 1871. }

WM. R. HEINS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	491,750 00
Amount paid in as by last report.....	491,750 00
Total amount now paid in of capital stock.....	491,750 00
Funded debt, as per last report	187,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1877,).....	\$175,500 00
2d mortgage bonds, (date of maturity, May 1, 1891,).....	51,500 00
	<hr/>
	227,000 00
Floating debt as by last report.....	30,000 00
The amount now of floating debt.....	80,000 00
Total amount now of floating and funded debt....	307,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7; 2d mortgage, 7.	
Date and rate per cent. per annum of dividend or dividends: Cash, January 13 and July 15, each,	
	3 per cent.

Number of shares of stock issued.....	9,835
Par value of each share	\$50 00
Average market value during the year.....	44 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>491,750 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$513,821 34	\$513,596 34
Equipment.....	272,420 45	316,767 70
Total cost	<u>786,241 79</u>	<u>830,364 04</u>

CHARACTERISTICS OF ROAD.

Length of road laid	13 miles.
Length of double track, including sidings	4.04 "
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track: 43 pounds in city, 47 pounds on rural section.	
Number of car houses, shops and stables, (one stable not now in use,).....	2
Number of depots	3
Number of first-class passenger cars	52
Average value of each: Horse cars, \$300; steam cars, \$3,000.	
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car: 22 in horse cars, 32 in steam cars.	
Number of other cars	None.
Number of horses owned by the company	366
Average value of each, including harness	\$107 53
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way...	\$110,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage: Horse, 2,900; steam, 6,000.	

Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	5.04
Number of trips each day: 322 on city section, 57 on rural section.	
How man miles does each two-horse team make daily	20
How is track laid, and on what foundation? On yellow pine stringers and cross-ties.	
Average time consumed by cars in passing over the road: One hour fifty minutes, city section ; forty minutes, rural section.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Kensington avenue and Cumberland street, along Kensington avenue across Frankford creek, (through our own property,) to Frankford street, along Frankford to Arrott street. (This is a double track.) From same starting point, along Kensington avenue to Front street, along front to Berks, along Berks to Germantown avenue, (thus far a double track,) through our own property to Sixth street, along Sixth to Mifflin, along Mifflin to Fifth, along Fifth street and Germantown avenue, to double track on Berks street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

December, 1870.....	429,337	July, 1871	415,129
January, 1871.....	378,324	August, 1871	419,604
February, 1871.....	338,267	September, 1871	437,975
March, 1871.....	413,237	October, 1871	444,741
April, 1871.....	414,772	November, 1871	403,357
May, 1871.....	450,717		
June, 1871.....	418,719	Total	4,964,179

The rate of fare for passengers charged:

Single fare on each section	7 cents.
Ticket in packages of four sold for	25 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$26,139 85
Repairs of buildings	1,538 71
Taxes on real estate	2,058 30
Total.....	<u>29,736 86</u>

Operating the road :

On account of horses.....	\$10,126 76
Harness and repairs	2,707 44
Repairs to cars and steamers	23,658 71
Horse shoeing	9,176 81
Hay and feed	45,043 62
Office expenses, stationery and depot expenses...	12,900 92
Salaries	6,250 00
Insurance	1,485 65
Watchmen, switchmen, hostlers, pay-roll.....	15,000 00
General expenses of stable.....	4,091 28
Conductors, drivers and engineers.....	68,719 15
Fluid, fuel, oil and gas.....	2,091 75
Damage for injuries of persons.....	1,658 93
Coal, steamers	10,383 00
Total.....	<u>213,294 02</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From sale of bonds	\$39,500 00
From other sources	94,000 00
Total.....	<u>133,500 00</u>

RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Other sources.	Total.
December, 1870.....	\$28,622 48	\$30 00	.....	.....	\$28,652 48
January, 1871.....	25,221 61	30 00	.....	.....	25,251 61
February, 1871.....	22,551 11	30 00	\$1,050 45	\$162 50	23,794 06
March, 1871.....	27,549 16	30 00	.....	.....	27,579 16
April, 1871.....	27,651 46	30 00	.....	.....	27,681 46
May, 1871.....	30,047 14	30 00	831 00	82 50	30,990 64
June, 1871.....	27,914 58	18 00	.....	.....	27,932 58
July, 1871.....	27,675 29	42 00	.....	40 00	27,757 29
August, 1871.....	27,973 62	30 00	906 00	100 00	29,009 62
September, 1871.....	29,198 34	30 00	.....	135 66	29,364 00
October, 1871.....	29,649 41	30 00	.....	106 00	29,785 41
November, 1871.....	26,890 47	30 00	1,008 00	172 50	28,100 97
Total	330,944 67	360 00	3,795 45	799 16	335,899 28

Summary of payments :

For construction and equipment.....	\$138,122 25
Maintaining the road or real estate of the corporation, and operating the road.....	243,030 88
Interest	25,583 36
Dividends	29,505 00
New passenger cars and horses.....	10,000 00
Miscellaneous	6,750 28
Payments made to surplus funds.....	20,000 00
Municipal taxes	2,557 00
State taxes.....	3,361 01
United States taxes.....	1,479 89
Total.....	<u>480,389 67</u>
Total amount of surplus fund.....	<u>\$92,968 58</u>

ACCIDENTS.

	Injure
Passengers.....	2
Others.....	1
Total.....	<u>3</u>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

February 22. On Sixth street, between Willow and Callowhill, Patrick Diamond fell off front platform, was run over, and had leg fractured.

April 6. On Fifth street, above Thompson, Anna Loughlin, aged 2 years, ran against front step of car; hand and foot run over by wheel.

June 21. At Fifth and Monroe streets, Miss Holovans, in getting on the car, from its being started before she had fairly gained a footing, not being known to the conductor as desiring passage, was thrown to the ground and injured internally.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edw. S. Handy	Philadelphia.
Charles H. Harrison	Philadelphia.
Henry C. Harrison	Philadelphia.
Joseph Harrison, Jr.	Philadelphia.
Nathan Hilles.....	Philadelphia.
William C. Keehmle	Philadelphia.
Charles E. Lex.....	Philadelphia.
Thaddeus Norris, Jr.	Philadelphia.
Stephen B. Poulterer	Philadelphia.
Benjamin Rowland.....	Philadelphia.
Nathan R. Suplee	Philadelphia.
Daniel Weckerly	Philadelphia.
James West, President.....	Philadelphia.
B. Frank Abbett, Secretary	Philadelphia.
William Poulterer, Treasurer	Philadelphia.
A. J. Woodruff, Superintendent	Philadelphia.

(No. 125.)

GERMANTOWN.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Adam Warthman, president, and Joseph Singerly, treasurer, of the Germantown Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ADAM WARTHMAN, *President.*
 JOSEPH SINGERLY, *Treasurer.*

Sworn and subscribed before me, this {
 13th day of January, 1872. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	1,000,000 00
Amount paid in as by last report	307,545 00
Total amount now paid in of capital stock	307,545 00
Funded debt, as per last report	350,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, due 1879,)	\$250,000 00
2d mortgage bonds, (date of maturity, due 1884,) Girard Park and Delaware River	100,000 00
	<hr/>
	350,000 00
Floating debt as by last report	None.
The amount now of floating debt	None.
Rate per cent. per annum of interest on funded debt:	
1st mortgage, 7 ; 2d mortgage, 7.	

Date and rate per cent. per annum of dividend or dividends: Cash, July 15, 1871, \$1 50 per share ;
January 15, 1871, \$1 50 per share.

Number of shares of stock issued.....	20,000
Par value of each share.....	\$50 00
Amount paid in on each share: \$15, Germantown ; Fairmount Park and Delaware River, no means of ascertaining.	
Amount of capital on which the respective divi- dends were declared: \$1,000,000 00, or 20,000 shares.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$562,270 00</u>	<u>\$562,270 00</u>

CHARACTERISTICS OF ROAD.

Length of road laid: A fraction less than.....	25½ miles.
Length of double track, including sidings.....	8¾ “
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track: 45 pounds generally, some 52 pounds.	
Number of car houses, shops and stables.....	9
Number of depots.....	3
Number of first class passenger cars.....	63
Number of second class passenger cars.....	1
Number of passengers that may be seated in each car.....	22
Number of other cars.....	None.
Number of horses owned by the company.....	360
Average value of each, including harness.....	\$80 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way ..	\$74,500 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day: 9 cars run 11 trips, 9 cars a little over 5 trips, 13 cars 8 trips.	

How many miles does each two horse team make daily, about..... 19 miles.

How is track laid, and on what foundation? White pine cross-ties, and 7 by 9 stringers.

Average time consumed by cars in passing over the road: Germantown end, 2 hours round trip; Dickerson street, 1½ hours; Girard avenue, 1¼ hours.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Diamond street to Germantown and return; from Diamond street to Dickerson street, via Germantown avenue and Fourth street, and return via Eighth and Seventh streets; and from Fairmount Park, along Girard avenue, to Palmer street; along Palmer street to Beach street; along Beach street to Shackamaxon; along Shackamaxon to Girard avenue, returning.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

December, 1870.	415,000	August, 1871.....	458,000
January, 1871.....	369,000	September, 1871.....	461,000
February, 1871.....	315,000	October, 1871.....	449,000
March, 1871.....	403,000	November, 1871.....	403,000
April, 1871.....	433,000		
May, 1871.....	476,000	Estimated for year ending No-	
June, 1871.....	446,000	vember 30, 1871.....	5,090,000
July, 1871.....	462,000		

The rate of fare for passengers charged:

Single fare: City, 7 cents; Germantown, 15 cents; Nicetown, 12 cents.

Tickets in packages of 16 sold for \$1; Germantown, 8 for \$1; Nicetown, 10 for \$1.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway..... \$7,405 78

Operating the road:

On account of horses.....	\$18,304 00
Harness and repairs: Included in miscellaneous.	
Repairs to cars: Included in miscellaneous.	
Horse shoeing, iron, &c.....	2,044 97
Hay and corn.....	47,643 41
Office expenses, stationery and depot expenses: Included in miscellaneous expenses.	
Straw.....	2,858 01
Watchmen, switchmen, hostlers, pay-roll.....	39,612 29
General expenses of stable: Included in miscellaneous and pay-roll.	
Conductors and drivers.....	70,807 48
Fluid, fuel, oil and gas.....	1,613 45
Miscellaneous.....	27,951 39
Total	210,835 00

RECEIPTS.

Months.	From passengers.	Manure.	Other sources.	Total.
December, 1870.....	\$28,745 04	\$345 62	\$565 00	\$29,655 66
January, 1871.....	25,453 53	351 05	287 50	26,092 08
February, 1871.....	21,750 03	357 63	375 00	22,482 66
March, 1871.....	27,834 50	354 35	1,815 50	30,004 35
April, 1871.....	29,992 33	345 62	1,185 00	31,452 95
May, 1871.....	33,041 90	366 58	1,003 00	34,411 48
June, 1871.....	30,933 67	330 00	690 00	31,953 67
July, 1871.....	32,143 94	330 00	345 00	32,818 94
August, 1871.....	31,693 75	322 33	620 00	32,636 08
September, 1871.....	31,953 54	336 66	50 00	32,340 20
October, 1871.....	31,142 28	332 87	450 00	31,925 15
November, 1871.....	27,452 62	334 79	25 00	27,812 41
Total	352,067 13	4,107 50	7,411 00	363,585 63

Summary of payments:

For maintaining the road or real estate of the corporation, and operating the road.....	\$210,835 00
For interest.....	24,500 00
For dividends.....	60,000 00
For new passenger cars.....	3,600 00
For miscellaneous.....	13,470 00
For payments made to surplus funds.....	31,715 48

For municipal taxes, including car license.	\$3,475 92
For State taxes.....	12,914 12
For United States taxes.....	3,075 11
	<hr/>
Total.....	363,585 63
	<hr/> <hr/>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Joseph Singerly.....	Philadelphia.
Adam Warthman.....	Philadelphia.
John Robbins.....	Philadelphia.
William T. Carter.....	Philadelphia.
Lewis Scout.....	Philadelphia.
Adam Warthman, President.....	Philadelphia.
Joseph Singerly, Secretary and Treasurer.....	Philadelphia.

(No. 126.)

GIRARD COLLEGE.

[For the fourteen months, ending January 1, 1872.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS :

Personally appeared E. B. Edwards, president, and William S. Blight, treasurer, of the Girard College Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) E. B. EDWARDS, *President.*
WM. S. BLIGHT, *Treasurer.*

Sworn and subscribed before me, this }
13th day of January, 1872. }

J. R. MASSEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	10,000 shares.
Amount paid in as by last report	170,000 00
Total amount now paid in of capital stock	170,000 00
Date and rate per cent. per annum of dividend or dividends: January 1, and July 11, 1871, each, \$1 50 per share on 10,000 shares.	
Number of shares of stock issued	10,000
Par value of each share	\$50 00
Average market value during the year: About \$35 00 per share.	
Amount paid in on each share	17 00
Amount of capital on which the respective dividends were declared	170,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment	\$174,657 08	\$177,496 83

CHARACTERISTICS OF ROAD.

Length of road laid.....	5.4 miles.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	1
Number of depots.....	1
Number of first class passenger cars.....	28
Average value of each, cost when new.....	\$775 00
Number of passengers that may be seated in each car.....	24
Number of horses owned by the company.....	168
Value of real estate held, exclusive of road way, assessed value.....	\$60,000 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5½
Number of trips each day.....	280
How many miles does each two horse team make daily.....	22
How is track laid and on what foundation? Gravel foundation, white pine stringers and ties.	
Average time consumed by cars in passing over the road: 30 minutes down, 30 minutes up.....	<u>12 hours.</u>

Describe the route of your road in detail, giving the streets occupied: Ridge avenue, Ninth and Tenth, and Arch streets.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

No account kept.

The rate of fare for passengers charged:

Single fare.....	7 cents.
Tickets in packages of four sold for.....	<u>25 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation, and operating the road:

Extraordinary expense.....	\$2,101 17
Insurance.....	845 00

Taxes	\$11,438 94
Running expenses	53,353 01
Harness repair	1,214 99
Road repair	4,981 19
Blacksmith	6,824 77
General expense	13,155 03
Stable	42,285 35
Real estate repair	465 10
Damage	218 42
Horse	10,213 00
Car repair	14,885 20
 Total.	 <u>161,981 17</u>

RECEIPTS FROM PASSENGERS.

November, 1870.....	\$15,294 20	August, 1871.....	\$15,678 57
December, 1870	16,274 34	September, 1871.....	16,177 60
January, 1871.....	13,751 84	October, 1871	16,418 47
February, 1871.....	12,391 24	November, 1871.....	14,583 60
March, 1871.....	15,427 95	December, 1871.....	14,724 15
April, 1871.....	16,554 76		
May, 1871.....	18,579 91	Total	<u>217,573 58</u>
June, 1871..	16,469 84		
July, 1871.....	15,247 11		

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Lambert	Twenty-third and Ridge avenue, Philadelphia.
Wm. S. Grant.....	Twenty-third and Ridge avenue, Philadelphia.
Wm. T. Carter.....	Twenty-third and Ridge avenue, Philadelphia.
Henry Norris	Twenty-third and Ridge avenue, Philadelphia.
R. A. F. Penrose, M. D	Twenty-third and Ridge avenue, Philadelphia.
Edward B. Edwards, President.....	23d and Ridge avenue, Phila.
William S. Blight, Secretary and Treasurer,	23d and Ridge avenue, Phila.

(No. 127.)

GREEN AND COATES STREET.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Henry Budd, president, and John B. Moffitt, treasurer, of the Green and Coates Street Philadelphia Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

HY. BUDD, *President.*J. B. MOFFITT, *Treasurer.*

Sworn and subscribed before me, this }
 18th day of January, 1872. }

J. R. MASSEY, *Alderman and J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	150,000 00
Amount paid in as by last report	150,000 00
Total amount now paid in of capital stock	150,000 00
Funded debt, as per last report.....	100,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 15, 1878,)	100,000 00
2d mortgage bonds	None.
3d mortgage bonds	None.
Floating debt as by last report.....	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	100,000 00
Rate per cent. per annum of interest on funded debt,	
1st mortgage	7 per cent.

Date and rate per cent. per annum of dividend or dividends: January, \$2 per share; July, \$2 per share.

Number of shares of stock issued	10,000
Par value of each share	\$50 00
Amount paid in on each share	15 00
Amount of capital on which the respective dividends were declared	<u>500,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$243,615 55</u>	<u>\$244,441 56</u>

CHARACTERISTICS OF ROAD.

Length of road laid	7 miles.
Length of double track, including sidings .....	.25 "
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track	43 lbs.
Number of car houses, shops and stables	5
Number of depots	2
Number of first class passenger cars	37
Average value of each	\$800 00
Number of second class passenger cars	5
Average value of each	\$600 00
Number of passengers that may be seated in each car	20
Number of horses owned by the company	196
Average value of each, including harness	\$75 00
Number of mules owned by the company	None.
Average cost of each, including harness	None.
Value of real estate held, exclusive of road way ...	\$64,285 19
Average weight in lbs. of passenger cars, exclusive of passengers and baggage	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day	310
How many miles does each two horse team make daily	20

How is track laid, and on what foundation? White and yellow pine stringers.

Average time consumed by cars in passing over the road: Walnut route, 1 hour 10 minutes; Dickerson, 1 hour 40 minutes.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Depot situated at Twenty-fourth and Coates; thence along Coates to Twenty-second, to Green, to Oak, to Coates, and out Coates to Fairmount park; also down Green to Fourth, to Dickerson, to Eighth, to Coates, and out Coates to Fairmount park; also one line down Fourth to Walnut, to Eighth, to Coates, to Fairmount.

The rate of fare for passengers charged:

Single fare	7 cents.
Tickets in packages of four, sold for	25 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$4,335 85
Taxes on real estate	1,577 53
Total	5,913 38

Operating the road:

On account of horses	\$5,215 00
Harness and repairs	1,322 27
Repairs to cars	6,632 96
Horse shoeing	4,650 00
Hay and feed	28,756 67
Office expenses, stationery and depot expenses ...	15,477 06
Insurance	1,440 82
Salaries	4,708 50
Watchmen, switchmen, hostlers and pay-roll	9,783 85
Interest on mortgage	1,028 34
Conductors and drivers	36,856 50
State, city and United States Taxes	6,383 90
Total	122,255 87

RECEIPTS.

Months.	Passengers.	Manure.	Other sources.	Total.
January, 1871.....	\$12,587 84	\$364 83	\$199 19	\$13,151 86
February, 1871.....	10,945 53	.....	9 37	10,954 90
March, 1871.....	13,417 06	362 08	34 00	13,813 14
April, 1871.....	13,916 31	.....	200 50	14,116 81
May, 1871.....	15,882 76	364 01	92 64	16,339 41
June, 1871.....	15,498 00	353 83	62 50	15,914 33
July, 1871.....	16,036 65	.....	171 97	16,208 62
August, 1871.....	15,448 06	.....	.....	15,448 06
September, 1871.....	15,777 03	536 25	.....	16,313 28
October, 1871.....	14,073 30	.....	153 50	14,206 80
November, 1871.....	12,876 24	.....	90 25	12,966 49
December, 1871.....	12,564 39	539 00	.....	13,103 39
Total.....	169,023 17	2,520 00	993 92	172,537 09

Summary of payments :

For construction.....	\$826 01
For maintaining the road or real estate of the corporation and operating the road.....	128,169 25
For interest.....	7,000 00
Total.....	<u>135,995 26</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. B. Altemus	Philadelphia.
M. Brooks.....	Philadelphia.
Peter C. Erben.....	Philadelphia.
George H. Colket.....	Philadelphia.
W. H. Drayton.....	Philadelphia.
A. M. Fox.....	Philadelphia.
T. S. Dixon.....	Philadelphia.
J. M'Manes.....	Philadelphia.
W. H. Kemble.....	Philadelphia.
Coffin Colket.....	Philadelphia.
Charles Wister.....	Philadelphia.
Albert B. Eckle.....	Philadelphia.
Henry Budd, President.....	Philadelphia.
John B. Moffitt, Secretary and Treasurer .	Philadelphia.

(No. 128.)

HARRISBURG CITY.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
Dauphin County, } ss :

Personally appeared A. O. Hiester, president, and David Fleming, treasurer, of the Harrisburg City Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. O. HIESTER, *President.*
 D. FLEMING, *Treasurer.*

Sworn and subscribed before me, this }
 21st day of December, 1871. }

R. J. FLEMING, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$75,000 00
Amount of stock subscribed	43,475 00
Amount paid in is by last report	41,994 77
Total amount now paid in of capital stock.....	41,994 77
Funded debt, as per last report.....	12,864 44
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, January 1, 1880,).....	12,864 44
Floating debt as by last report, about.....	1,240 31
The amount now of floating debt, about.....	1,240 31
Total amount now of floating and funded debt, about,	14,104 75
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: None declared or paid.	
Number of shares of stock issued.....	1,739
Par value of each share	\$25 00

Average market value during the year: Know of
no sales made.

Amount paid in on each share issued \$25 00

Amount of capital on which the respective dividends
were declared..... None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Construction.....	\$49,287 07	\$49,287 07
Equipment.....	10,962 48	10,962 48
Total cost.....	<u>60,249 55</u>	<u>60,249 55</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	2 miles.
Length of double track, including sidings.....	700 feet.
Gauge of road.....	5 feet 2½ in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables: 1 car house and stable, (leased;) no shops.	
Number of depots, including car house and stable, (all leased,)	1
Number of first class passenger cars.....	3
Average value of each, about.....	\$500 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car, about.....	16
Number of other cars	None.
Number of horses owned by the company.....	11
Average value of each, including harness, about..	\$100 00
Number of mules owned by the company	2
Average value of each, including harness, about..	\$100 00
Value of real estate held, exclusive of road way..	Own none.
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage.....	Don't know.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day, (each car,).....	15
How many miles does each two-horse team make daily? About.....	20 miles.

How is track laid, and on what foundation? On stringers laid on cross-ties.

Average time consumed by cars in passing over the road: Use only about $1\frac{1}{2}$ miles of track, and run over it in about 25 minutes.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Begins at Pennsylvania railroad, foot of Market street, up Market to Second, up Second to Walnut, out Walnut to Third, up Third to Broad, out Broad to Sixth, up Sixth to M'Clay street, at old Camp Curtin grounds.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

November, 1870, about.....	8,902	June, 1871, about.....	12,397
December, 1870, about.....	9,712	July, 1871, about... ..	13,907
January, 1871, about.....	7,497	August, 1871, about.....	14,469
February, 1871, about.....	7,467	September, 1871, about.....	12,830
March, 1871, about.....	9,039	October, 1871, about.....	11,052
April, 1871, about.....	11,449		
May, 1871, about.....	11,094	Total.....	129,785

The rate of fare for passengers charged:

Single fare.....	5 cents.
School tickets, in packages of 25, (for use of school teachers and school children,) sold for.....	75 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway, repairs of buildings, taxes on real estate, (none paid,) on account of horses, harness and repairs, repairs to cars, horse shoeing, hay and feed, depot expenses, salaries, (none paid to officers in cash, but \$1,800 in bonds, in 1870, were given to the treasurer and secretary, on account of five years' services; since then, nothing paid,) insurance, watchmen, switchmen, hostlers, pay-roll, general expenses of stable, conductors and drivers, fluid, fuel, oil and gas: These items are not kept separately, but are blended together, making, in the aggregate,

\$5,922 00

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	Nothing.
From sale of bonds.....	Nothing.
From other sources.....	<u>Nothing.</u>

RECEIPTS FROM PASSENGERS.

November, 1870.....	\$445 09	June, 1871.....	\$619 84
December, 1870.....	485 59	July, 1871.....	695 34
January, 1871.....	374 85	August, 1871.....	723 49
February, 1871 ..	373 36	September, 1871 ..	641 51
March, 1871 ..	451 95	October, 1871.....	552 60
April, 1871.....	570 95		
May, 1871.....	554 74	Total	<u>6,489 31</u>

Summary of payments :

For construction, maintaining the road or real estate of the corporation and operating the road, new passenger cars and horses, miscellaneous, municipal taxes, State taxes, (none paid,) United States taxes, (none paid :) These items are blended upon the books, as already stated, making, in the aggregate	<u>\$5,922 00</u>
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ACCIDENTS.

No accidents of any importance occurred during the year.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. O. Hiester.....	Harrisburg, Pa.
David Fleming.....	Harrisburg, Pa.
John A. Smull.....	Harrisburg, Pa.
R. A. Lamberton.....	Harrisburg, Pa.
John Brady.....	Harrisburg, Pa.
Daniel Eppley	Harrisburg, Pa.
A. O. Hiester, President	Harrisburg, Pa.
John A. Smull, Secretary.....	Harrisburg, Pa.
David Fleming, Treasurer.....	Harrisburg, Pa.

(No. 129.)

HESTONVILLE, MANTUA AND FAIRMOUNT.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared E. Henry Thouron, president, and A. L. Talcott, treasurer, of the Hestonville, Mantua and Fairmount Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) E. HENRY THOURON, *President.*
 A. L. TALCOTT, *Treasurer.*

Sworn and subscribed before me, this }
 18th day of January, 1872. }

SAM'L P. JONES, JR., *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,050,000 00
Amount of stock subscribed: All subscribed but not accounted for as full paid.	
Amount paid in as by last report.	306,385 03
Total amount now paid in of capital stock	299,423 61
Funded debt, as per last report	164,400 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July, 1874,)	\$2,100 00
2d mortgage bonds, (date of maturity, December, 1880,)	6,000 00
3d mortgage bonds, (date of maturity, December, 1880,)	125,000 00
	<hr/>
	133,100 00
Floating debt, as by last report.	1,000 00
The amount now of floating debt.	None.
Total amount now of funded debt.	133,100 00

Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.

Date and rate per cent. per annum of dividend or dividends: On 40,775 shares, July 1871, 50 cents per share; on 39,277 shares, December, 1871, 60 cents per share.

Number of shares of stock issued.....	39,277
Par value of each share.....	\$50 00
Average market value during the year.....	15 00
Amount paid in on each share.....	Not known.
Amount of capital on which the respective dividends were declared: 1st dividend on \$2,038,750, 2d dividend on \$1,963,850.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$390,622 94	\$304,622 94
Equipment.....	80,625 75	83,393 75
Total cost.....	<u>471,248 69</u>	<u>388,016 69</u>

CHARACTERISTICS OF ROAD.

Length of road laid, estimated.....	11 miles.
Length of double track, including siding.....	23 squares.
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables.....	5
Number of depots	2
Number of first class passenger cars.....	42
Average value of each	\$700 00
Number of second class passenger cars	9
Average value of each	\$350 00
Number of passengers that may be seated in each car	20
Number of other cars, 1 horse, valued at \$400 each,	7
Number of horses owned by the company.....	362
Average value of each, including harness.....	\$100 00

Number of mules owned by the company	None.
Value of real estate held, exclusive of road way..	\$30,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage	2,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour.).....	5
Number of trips each day: 16 cars, 12 trips; 26 cars, 7 and 8 trips; 6 cars, 17 trips.	
How many miles does each two horse team make daily	15
How is track laid, and on what foundation? White pine.	
Average time consumed by cars in passing over the road: One route, 26½ minutes, other route, 59 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: The cars occupy Arch, Race and Vine streets; the Arch street cars running from Second and Arch streets to Fairmount park; the Race and Vine street cars from the Exchange to Hestonville.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

November, 1870	336,087	July, 1871.....	373,333
December, 1870.....	338,354	August, 1871.....	372,091
January, 1871.....	285,984	September, 1871	387,047
February, 1871.....	258,509	October, 1871.....	367,440
March, 1871.....	327,219		
April, 1871	351,219	Total	4,156,007
May, 1871.....	394,751		
June, 1871	363,973		

The rate of fare for passengers charged:

Single fare.....	7 cents.
Four tickets sold for 25 cents, (exchange with no other roads.)	

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$10,486 44
Repairs of buildings	None.
Taxes on real estate	1,659 43
Total	<u>12,145 87</u>

Operating the road :

On account of horses	\$12,596 00
Harness and repairs	1,788 99
Repairs to cars	10,481 28
Horse shoeing	8,083 64
Hay and feed	54,635 57
Office expenses, stationery and depot expenses ...	11,600 21
Salaries	5,252 34
Insurance	1,483 07
Watchmen, switchmen, hostlers, pay-roll, general expenses of stable	18,083 74
Conductors and drivers	58,635 25
Fluid, fuel, oil and gas : Included in other accounts.	
Damages for injuries of persons	None.
Total	<u>182,640 09</u>

RECEIPTS.

Months.	Passengers.	Rent.	Manure.	Other sources.	Total.
November, 1870.....	\$21,005 48	\$74 00	\$836 00	\$366 13	\$22,281 61
December, 1870.....	21,147 17	475 00	.....	748 66	22,370 83
January, 1871.....	17,874 04	37 00	338 00	778 39	19,027 43
February, 1871	16,156 86	136 25	.....	398 79	16,691 90
March, 1871.....	20,451 23	845 00	700 00	553 58	22,549 81
April, 1871.....	21,951 20	111 00	280 00	347 36	22,689 56
May, 1871.....	24,671 94	222 00	95 75	186 03	25,175 72
June, 1871.....	22,748 33	512 00	628 33	835 55	24,724 20
July, 1871.....	23,333 34	37 00	.....	431 47	23,801 81
August, 1871.....	23,255 69	174 79	187 49	38,539 71	62,157 68
September, 1871.....	24,190 47	37 00	535 00	1,026 40	25,788 87
October, 1871.....	22,965 01	47 00	188 60	498 45	23,699 06
Total	259,750 75	2,708 04	3,789 17	44,710 52	310,958 48

Summary of payments:

For construction	None.
Maintaining the road or real estate of the corporation and operating the road	\$194,785 96
Interest	16 08
Dividends	41,420 00
New passenger cars and horses	5,500 00
Payments to loan account	None.
Miscellaneous: Amount included in above items.	
Payments made to surplus funds	None.
Municipal taxes	2,000 00
State taxes	2,403 92
United States taxes	1,105 77
Total	<u>247,231 73</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. G. Baker	437 Chestnut street, Philadelphia.
Wm. H. Gregg	32 South Front street, Philadelphia.
Chas. H. R. Triebels	206 Walnut street, Philadelphia.
Chas. W. Wharton	417 Walnut street, Philadelphia.
A. Ruder Chambers	2120 Vine street, Philadelphia.
E. Henry Thouron, President	2562 Callowhill street, Philadelphia.
A. L. Talcott, Secretary and Treas....	2562 Callowhill street, Philadelphia.

(No. 130.)

LOMBARD AND SOUTH STREETS.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Moses A. Dropsie, president, and Aaron Lazarus, treasurer, of the Lombard and South Streets Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) MOSES A. DROPSIE, *President.*
 AARON LAZARUS, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of January, 1872. }

SAMUEL P. HULL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	250,000 00
Amount paid in as by last report.....	105,000 00
Total amount now paid in of capital stock.....	105,000 00
Funded debt, as per last report.....	62,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1883):-..	62,500 00
Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	62,500 00
Rate per cent. per annum of interest on funded debt:	
1st mortgage.....	7
Date and rate per cent. per annum of dividend or dividends: Cash, May 31, 1871, \$5,000 00; October 31, 1871, \$7,496 25.	
Number of shares of stock issued.....	10,000
Par value of each share.....	\$25 00

Average market value during the year	\$17 00
Amount paid in on each share.....	10 50
Amount of capital on which the respective dividends were declared.....	<u>104,947 50</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$168,555 16	\$170,180 86
Total cost.....		<u>170,180 86</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	4 $\frac{5.1}{100}$ miles.
Length of double track, including sidings.....	$\frac{6.9}{100}$ "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	2
Number of depots.....	1
Number of first class passenger cars.....	16
Average value of each.....	\$500 00
Number of second class passenger cars.....	1
Average value of each.....	\$75 00
Number of passengers that may be seated in each car.....	20
Number of other cars.....	3
Number of horses owned by the company.....	114
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way..	\$12,000 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day	210
How many miles does each two horse team make daily: Some 17, and others $21\frac{1}{4}$ miles.	
How is track laid, and on what foundation? Gravel, white pine stringers and cross-ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Commences at South street, on the Schuylkill river; thence along Chippewa street to Lombard, down Lombard to Front, along Front to Dock, down Dock to Delaware avenue; thence return by Dock and Front streets to South street; thence westward along South street to the depot, on South street, above Twenty-fifth. Connects with all roads running north and south.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

Total, (estimated,)	1,450,000 00
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The rate of fare for passengers charged:

Single fare	7 cents.
Tickets in packages of four sold for	25 "
And exchange tickets	9 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$1,203 50
Repairs of buildings	66 58
Taxes on real estate	359 13
Total	1,629 21

Operating the road:

On account of horses	\$979 07
Harness and repairs	369 57
Repairs to cars and new cars	4,414 89
Horse shoeing	2,622 84
Hay and feed	16,907 56
Office expenses, stationery and depot expenses	1,721 54
Salaries	3,900 00
Insurance	770 95
Watchmen, switchmen, hostlers, pay-roll, general expenses of stable, conductors and drivers	26,986 03

Fluid, fuel, oil and gas.....	\$407 57
Damage for injuries of persons.....	324 18
Total.....	<u>59,404 20</u>

RECEIPTS.

Months.	From passengers.	Manure.	Other sources.	Total.
November, 1870.....	\$3,463 42			
December, 1870.....	6,646 47			
January, 1871.....	5,246 41			
February, 1871.....	4,462 50			
March, 1871.....	5,916 07			
April, 1871.....	6,183 77			
May, 1871.....	7,037 83	\$500 00		
June, 1871.....	7,152 03			
July, 1871.....	7,803 48			
August, 1871.....	8,028 44			
September, 1871.....	7,403 43	170 32		
October, 1871.....	6,962 46			
Total.....	79,303 31	670 32	\$13,973 84	\$93,950 47

Summary of payments :

For construction, (\$1,000, proportionate part of new cars added hereto,).....	\$1,625 70
For maintaining the road or real estate of the cor- poration, and operating the road.....	61,753 20
For interest on bonds.....	3,974 67
For dividends.....	11,559 03
For payments to loan account.....	13,561 75
For miscellaneous.....	1,580 00
For municipal taxes.....	1,059 13
For State taxes.....	501 73
For United States taxes.....	321 55
Total.....	<u>95,936 76</u>

ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	1
Others.....	1	1
Total.....	<u>1</u>	<u>2</u>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1870.

November 29. An unknown man was run over and killed.
November 30. A man fell off the front platform, and was slightly injured.

1871.

June 22. A small child fell from a small pile of gravel, on which she was playing, and rolled between the wheels of a car and was run over, from which she afterwards died.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Moses A. Dropsie	Philadelphia, Pa.
Charles C. Mackey.....	Philadelphia, Pa.
John Q. Adams.....	Philadelphia, Pa.
J. S. Bamberger.....	Philadelphia, Pa.
Mayer Sultzberger.....	Philadelphia, Pa.
Moses A. Dropsie, President.....	Philadelphia, Pa.
Aaron Lazarus, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 131.)

PEOPLE'S, (POTTSVILLE.)

OFFICE OF THE PEOPLE'S RAILWAY COMPANY, }
Pottsville, December 7, 1871. }

Hon. JOHN F. HARTRANFT,
Auditor General:

DEAR SIR:—In reply to your communication requesting report from this company, I would respectfully state, that the capital of the company, as authorized by law, is two hundred and fifty thousand dollars, divided into five thousand shares, at fifty dollars per share each; the first instalment of five dollars per share has been paid, the balance, subject to the action of the directors. The work on the road is progressing as fast as the weather will permit. We expect to be in full operation the coming year. The route of the road will be from Mt. Carbon, along Centre street to Fishbach, and from Centre and Market street, along Market to Wood street; thence to Minersville—the best route we can get. Our engineer is now making surveys on that part of the road; also from Centre and Mauch Chunk street to Palo Alto, Port Carbon and St. Clair. We have about two miles of our road laid through Centre street, Pottsville.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Hon. Wm. M. Randall	Schuylkill Haven.
F. W. Hughes.....	Pottsville.
E. H. Faulkner	Philadelphia.
Charles Baber, President.....	Pottsville.
L. F. Whitney, Secretary and Treasurer.....	Pottsville.

Very respectfully yours,

L. F. WHITNEY,
Treasurer P. R. Co.

(No. 132.)

PEOPLE'S STREET.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
Luzerne County, } ss:

Personally appeared Alfred Hand, acting for the president in his absence, and Alfred Hand, treasurer, of the People's Street railway company of Luzerne county, a passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

ALFRED HAND, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of December, 1871. }

ISAAC J. POST, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, with privilege of increasing to complete road	\$80,000 00
Amount of stock subscribed	125,500 00
Amount paid in as by last report	125,500 00
Total amount now paid in of capital stock	125,500 00
Funded debt, as per last report	None.
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds	None.
2d mortgage bonds	None.
3d mortgage bonds	None.
Floating debt as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt	None.
Date and rate per cent. per annum of dividend or dividends: Stock, none ; cash, December 1, 1870, 2½ per cent. per annum.	
Number of shares of stock issued	1,255

Par value of each share	\$100 00
Average market value during the year.....	100 00
Amount paid in on each share	100 00
Amount of capital on which the respective dividends were declared	<u>125,500 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$114,570 04	\$115,875 70
Equipment	<u>20,346 69</u>	<u>22,374 79</u>
Total cost.....	<u>134,916 73</u>	<u>138,250 49</u>

CHARACTERISTICS OF ROAD.

Length of road laid	9½ miles.
Length of double track, including sidings.....	800 feet.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	25 pounds.
Number of car houses, shops and stables	5
Number of depots.....	None.
Number of first class passenger cars.....	9
Average value of each.....	\$900 00
Number of second class passenger cars.....	3
Average value of each.....	\$300 00
Number of passengers that may be seated in each car.....	24
Number of other cars.....	4
Number of horses owned by the company.....	32
Average value of each, including harness.....	\$150 00
Number of mules owned by the company	10
Average value of each, including harness.....	\$175 00
Value of real estate held, exclusive of road way..	10,324 63
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	3,900
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	7
Number of trips each day	15

How many miles does each two horse team make daily.....

15

How is track laid, and on what foundation? Ties, earth and gravel.

Average time consumed by cars in passing over the road each day.....

7 hours.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. Same as last report.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

November, 1870.....	38,025	July, 1871.....	36,044
December, 1870.....	43,944	August, 1871.....	36,415
January, 1871.....	30,971	September, 1871.....	44,638
February, 1871.....	28,657	October, 1871.....	33,253
March, 1871.....	30,925		
April, 1871.....	25,891	Total.....	402,922
May, 1871.....	26,998		
June, 1871.....	27,161		

The rate of fare for passengers charged:

Single fare, on Providence, Dunmore and Green

Ridge routes

10 cents.

On Hyde Park.....

6 "

Tickets in packages of 12 and 15, on Providence and

Green Ridge routes, respectively, sold for

\$1 00

EXPENSES.

All included in one account, called expense account, \$24,433 44

RECEIPTS.

Months.	Passengers.	Rent.	Manure.	Other sources.	Total.
November, 1870.....	\$3,041 99	\$8 00		\$45 00	\$3,094 99
December, 1870.....	3,518 54	5 00			3,523 54
January, 1871.....	2,477 72	6 00	\$10 00	90 50	2,584 22
February, 1871.....	2,292 56			65 00	2,357 56
March, 1871.....	2,474 11				2,474 11
April, 1871.....	2,071 28		9 00	\$2 50	2,162 78
May, 1871.....	2,159 84				2,159 84
June, 1871.....	2,172 89				2,172 89
July, 1871.....	2,883 53			187 50	3,071 03
August, 1871.....	2,913 22	12 00			2,925 22
September, 1871.....	3,571 06	12 00	21 00		3,604 06
October, 1871.....	2,660 29			282 63	2,942 92
Total.....	32,237 03	43 00	40 00	753 13	33,073 16

Summary of payments:

For construction.....	\$1,305 66
For maintaining the road or real estate of the corporation, and operating the road.....	23,308 46
For interest.....	161 22
For dividends	2,091 00
For new passenger cars and horses.....	2,028 10
For payments made to 'surplus funds.....	3,214 96
For municipal taxes.....	232 36
For State taxes.....	641 40
For United States taxes	90 00
 Total.....	 33,073 16
 Total amount of surplus fund.....	 3,745 15

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Blair.....	Scranton.
Joseph H. Scranton.....	Scranton.
W. W. Winton	Scranton.
James Archbald, Jr.....	Scranton.
Joseph C. Platt.....	Scranton.
William Matthews.....	Scranton.
Ira Tripp.	Scranton.
W. H. Heath.....	Hyde Park.
John B. Smith.....	Dunmore.
James Blair.....	President.
Alfred Hand.....	Secretary and Treasurer.

(No. 133.)

PHILADELPHIA CITY.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared C. Colket, president, and Wm. W. Colket, treasurer, of the Philadelphia City Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) C. COLKET, *President.*

WM. W. COLKET, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1872. }

J. R. MASSEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$750,000 00
Amount of stock subscribed	750,000 00
Amount paid in as by last report.....	225,000 00
Total amount now paid in of capital stock.....	225,000 00
Funded debt, as per last report.....	200,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, January 1, 1881,)	200,000 00
Floating debt as by last report	25,230 54
The amount now of floating debt.....	25,236 79
Total amount now of floating and funded debt ...	225,236 79
Rate per cent. per annum of interest on funded debt: 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, January and July, \$1 50 per share.	
Number of shares of stock issued	15,000
Par value of each share	\$50 00

Average market value during the year.....	\$50 00
Amount paid in on each share	15 00
Amount of capital on which the respective dividends were declared	<u>750,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$358,280 43	\$358,286 68
Equipment.....	91,950 11	91,950 11
Total cost	<u>450,230 54</u>	<u>450,236 79</u>

CHARACTERISTICS OF ROAD.

Length of road laid: Branch road, 5 miles, to Darby; main line, 7 miles, 363 feet.	
Gauge of road	5 feet 2½ in.
Weight of rail per yard on main track: 55 pounds for 4 miles, and balance 43 and 45 pounds.	
Number of car houses, shops and stables.....	3 of each.
Number of depots	3
Number of first class passenger cars.....	65
Average value of each	\$600
Number of passengers that may be seated in each car.....	20
Number of other cars	2
Number of horses owned by the company.....	403
Average value of each, including harness	\$100
Number of mules owned by the company	1
Average value of each, including harness	\$100
Average weight in pounds of passenger cars, exclusive of passengers and baggage	4,800 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day, on main line.....	9
How is track laid, and on what foundation? On string pieces and cross-ties with gravel foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Forty-second and Chestnut, down Chestnut to Front street, down Front to Walnut street, up Walnut street to Twenty-second street, up Twenty-second street to Chestnut, and on Chestnut street to Forty-first street; branch line leaves Chestnut street at Woodland avenue, along said avenue to Darby road, along Darby road to Darby.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

January, 1871.....	396, 146	August, 1871.....	420, 598
February, 1871.....	360, 121	September, 1871.....	465, 359
March, 1871.....	443, 670	October, 1871.....	493, 781
April, 1871.....	471, 492	November, 1871.....	435, 631
May, 1871.....	518, 820	December, 1871.....	417, 850
June, 1871.....	484, 742		
July, 1871.....	442, 769	Total	<u>5, 350, 979</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$17,872 96
Repairs of buildings	3,869 56
Taxes on real estate	1,547 25
Total.....	<u>23,289 77</u>

Operating the road:

On account of horses	\$17,387 50
Harness and repairs.....	3,086 70
Repairs to cars	15,569 57
Horse shoeing and other blacksmithing.....	10,034 53
Hay and feed	49,140 64
Straw	2,427 51
Office expenses, stationery and depot expenses....	353 72
Salaries: Included in pay-roll.	
Insurance	2,070 00
Watchmen, switchmen, hostlers, pay-roll.....	105,694 80
Engine and mill	2,580 27

Conductors and drivers: Included in pay-roll.

Fluid, fuel, oil and gas	\$2,507 99
Miscellaneous	14,036 44
Total.....	<u>224,889 67</u>

RECEIPTS.

Months.	Passengers.	Rent.	Manure.	Other sources.	Total.
January, 1871.....	\$25,006 67	\$24 00	\$421 74	\$400 00	\$25,852 41
February, 1871.....	22,299 69	12 00	204 75	.....	22,516 44
March, 1871.....	23,109 20	12 00	221 25	.....	23,342 45
April, 1871.....	30,072 02	12 00	242 25	330 83	30,657 10
May, 1871.....	33,598 61	12 00	484 87	290 63	34,386 11
June, 1871.....	31,198 04	12 00	465 57	92 50	31,768 11
July, 1871.....	28,524 65	12 00	235 50	98 76	28,870 91
August, 1871.....	26,902 10	12 00	235 50	191 75	27,341 35
September, 1871.....	29,924 59	27 00	231 00	377 78	30,560 37
October, 1871.....	31,912 28	12 00	231 75	76 17	32,232 20
November, 1871.....	27,529 81	12 00	488 25	143 93	28,173 99
December, 1871.....	25,960 93	12 00	240 00	67 77	26,280 70
Total.....	341,038 59	171 00	3,702 43	2,070 12	346,982 14

Summary of payments :

For construction.....	\$6 25
Maintaining the road or real estate of the corporation, and operating the road	248,179 44
Interest, including amount paid Darby railroad bondholders.....	15,990 00
Dividends, including amount paid Darby railroad stockholders	53,000 00
Municipal taxes	7,946 66
State taxes.....	4,038 73
United States taxes.....	1,624 01
Total.....	<u>330,785 09</u>

ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	2
Others.....	1	1
Total.....	<u>1</u>	<u>3</u>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

April 15. A Mr. Stewart, while engaged in opening a trench between the track, in the street, at Twenty-first and Walnut street, was struck by car No. 51, of Darby branch, the wheel passing over his breast, severely injuring him ; he was removed to the hospital and died.

May 20. A boy, (aged about ten years,) named Hazard, jumped from the front platform of car No. 28, fell, and the wheel passing over him, injured his leg so that amputation was necessary.

May 27. John Moore, while attempting to get on the Darby car, at Thirty-third and Chestnut street, fell and was struck by the car ; slightly injured.

May 28. A young man, named Frank White, fell from the front platform of a Darby car, the wheels passing over his leg, injuring it so that it had to be amputated.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Wister.....	Germantown.
Z. C. Howell.....	Philadelphia.
George Williams.....	Philadelphia.
Amos Ellis.....	Philadelphia.
A. E. Dougherty.....	Philadelphia.
Wm. H. Kemble.....	Philadelphia.
Coffin Colket, President.....	4130 Chestnut st., Philadelphia.
Wm. W. Colket, Secretary and Treasurer.....	4130 Chestnut st., Philadelphia.

(No. 134.)

PHILADELPHIA AND DARBY.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared S. Gross Fry, president, and J. P. M'Fadden, treasurer, of the Philadelphia and Darby railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) S. GROSS FRY, *President.*

J. P. MFADDEN, *Treasurer.*

Sworn and subscribed before me, this }
 5th day of January, 1872. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	200,000 00
Amount paid in as by last report.....	200,000 00
Total amount now paid in of capital stock	200,000 00
Funded debt, as per last report	57,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, May 1, 1887,)	57,000 00
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
Floating debt as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	\$57,000 00
Rate per cent. per annum of interest on funded debt:	
1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, January and July.....	
	4 per cent.
Number of shares of stock issued.....	10,000

Par value of each share	\$20 00
Amount of capital on which the respective dividends were declared	200,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost	<u>\$257,000 00</u>	<u>\$257,000 00</u>

CHARACTERISTICS OF ROAD.

Length of road laid	5 miles, 255 ft.
Length of double track, including sidings, about ..	1 mile.
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track	42 pounds.
Number of car houses, shops and stables	3
Number of depots	1
Number of first class passenger cars	15
Average value of each	\$800 00
Number of passengers that may be seated in each car	20
Number of other cars	1
Value of real estate held, exclusive of roadway ...	\$50,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
How is track laid and on what foundation? White pine string pieces, supported by cross-ties under ground.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From the borough of Darby, in Delaware county, along the Darby turnpike or plank road to Woodland street; thence along Woodland street to Chestnut street, connecting at that point with the Philadelphia City Passenger railway.

Summary of payments:

Interest	\$3,990 00
Dividends	8,000 00
Total.....	<u>11,990 00</u>

The Philadelphia and Darby railroad is operated by the Philadelphia City Passenger railway company, under a lease for 999 years. The amount of receipts and expenditures will be contained in the report of that company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. Gross Fry.....	2101 Green street, Philadelphia.
Charles Thompson.....	West Philadelphia.
J. P. M'Fadden.....	Fifteenth and Tioga streets, Philadelphia.
Coffin Colket.....	1336 Spring Garden street, Philadelphia.
A. L. Bonnafon.....	Kingsessing, Philadelphia.
G. D. Nerson.....	328 Walnut street, Philadelphia.
S. Gross Fry, President	N. W. cor. Twenty-first and Green sts., Phila.
Chas. Thompson, Vice President,	West Philadelphia.
J. P. M'Fadden, Sec. and Treas.,	S. W. corner Fifteenth and Tioga sts., Phila.

(No. 135.)

PHILADELPHIA AND GRAY'S FERRY.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared William H. Snowdon, president, and J. Crawford Dawes, treasurer, of the Philadelphia and Gray's Ferry Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

W. H. SNOWDON, *President.*J. CRAWFORD DAWES, *Treasurer.*

Sworn and subscribed before me, this }
 25th day of January, 1872. }

H. TUNISON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed, shares.....	11,607
Amount paid in as by last report.....	\$285,307 00
Total amount now paid in of capital stock	290,175 00
Funded debt, as per last report.....	6,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1879,)...	6,500 00
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	\$6,500 00
Rate percent. per annum of interest on funded debt:	
1st mortgage, 7 per cent.; 2d mortgage, none;	
3d mortgage, none.	
Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, \$1 00 in January, \$1 25 in July, per share. .	

Number of shares of stock issued.....	11,607
Par value of each share	\$50 00
Average market value during the year :.....	30 00
Amount paid in on each share	25 00
Amount of capital on which the respective dividends were declared.....	<u>1,000,000 00</u>

COST OF ROAD AND EQUIPMENT

	By last report.	By present report.
Construction and equipment.....	<u>\$299,126 68</u>	<u>\$299,126 68</u>

CHARACTERISTICS OF ROAD.

Length of road laid, including Gray's Ferry and Fairmount branches	10 $\frac{3}{8}$ miles.
Length of double track, including sidings.....	2 $\frac{1}{2}$ "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	44 pounds.
Number of car houses, shops and stables	3
Number of depots... ..	1
Number of first class passenger cars	22
Average value of each	\$750 00
Number of second class passenger cars, (one horse,)	3
Average value of each	\$300 00
Number of passengers that may be seated in each car, respectively.....	12 and 20
Number of other cars.....	None.
Number of horses owned by the company	144
Average value of each, including harness	\$90 00
Number of mules owned by the company	1
Average value of each, including harness	\$90 00
Value of real estate held, exclusive of road way... ..	50,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day.....	260
How many miles does each two horse team make daily	18 to 19

How is track laid, and on what foundation? Usual way.

Average time consumed by cars in passing over the road: 1 hour and 25 minutes.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Gray's Ferry bridge, along Gray's Ferry road and Twenty-third street to depot; along Spruce and Third streets to Exchange, at Third and Walnut; along Dock, Pine, Twenty-second, South and Gray's Ferry road to terminus.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

Total for the year.....	2,500,000
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The rate of fare for passengers charged:

Single fare.....	7 cents.
Tickets in packages of four, sold for.....	25 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$7,047 45
Repairs of buildings: Included in miscellaneous.	
Taxes on real estate.....	902 74
Total.....	7,950 19

Operating the road:

On account of horses.....	\$5,708 00
Harness and repairs.....	821 64
Repairs to cars, including two new cars.....	7,432 66
Horse shoeing.....	2,991 79
Hay and feed.....	18,604 20
Office expenses, stationery and depot expenses....	341 91
Salaries.....	2,200 00
Insurance: Included in miscellaneous.	

Watchmen, switchmen, hostlers, pay-roll, &c.....	\$9,945 26
General expenses of stable.....	975 87
Conductors and drivers	25,086 17
Fluid, fuel, oil and gas.....	794 19
Damage for injuries of persons.....	None.
Total.....	<u>74,901 69</u>

RECEIPTS.

Months.	Passengers.	Rent.	Manure.	Other sources.	Total.
January, 1871.....	\$8,512 42	.....	.....	\$125 00	.....
February, 1871.....	7,459 92	.....	.....	.....	.....
March, 1871.....	9,079 27	.....	\$448 50	128 00	.....
April, 1871.....	10,045 59	.....	.....	1,146 35	.....
May, 1871.....	11,479 31	.....	.....	515 54	.....
June, 1871.....	10,293 93	\$250 00	432 25	73 38	.....
July, 1871.....	9,831 06	.....	.....	115 00	.....
August, 1871.....	9,342 19	.....	.....	77 00	.....
September, 1871.....	10,347 77	.....	435 50	337 46	.....
October, 1871.....	10,249 38	.....	.....	.....	.....
November, 1871.....	9,035 62	.....	.....	105 00	.....
December, 1871.....	9,013 55	250 00	445 25	727 71	.....
Total.....	114,690 01	500 00	1,761 50	3,353 44	\$120,304 95

Summary of payments:

For construction	None.
For maintaining the road or real estate of the corporation, and operating the road	\$82,851 88
For interest: Included in miscellaneous.	
For dividends	25,759 25
For new passenger cars and horses: Included in operating the road.	
For payments to loan account	None.
For miscellaneous	4,134 36
For payments made to surplus funds	None.
For municipal taxes.....	856 50
For State taxes.....	1,052 58
For United States taxes	696 46
Total.....	<u>115,351 03</u>

ACCIDENTS.

	Killed.	Injured.
Employees.....	<u>1</u>	<u>1</u>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

December 20. John C. Russell, driver, slipped from the platform of one of the cars in Pine street near Twenty-first street, and was run over, breaking both of his legs, from which he died in a few days.

December 16. M'Glinicy, driver, fell over the dasher of one of the cars on Gray's Ferry road, near Pine street, and was injured very considerably, but is recovering.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Parker H. Warren.....	Maylandville, city.
William Harbeson.....	No. 1114 Wallace street, city.
Thomas R. Woodhouse.....	No. 204 South Fifth street, city.
George W. Blabon.....	No. 124 North Third street, city.
Edgar E. Pettit.....	No. 138 South Sixth street, city.
Arthur Hughes	No. 612 South Ninth street, city.
William H. Snowdon, President.....	Philadelphia.
J. Crawford Dawes, Sec'y and Treasurer,	No. 1225 Monterey street, city.

(No. 136.)

PITTSBURG, ALLEGHENY AND MANCHESTER.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
Allegheny County, } ss :

Personally appeared William J. Kountz, president, and C. M. Seibert, treasurer, of the Pittsburg, Allegheny and Manchester Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) W. J. KOUNTZ, *President.*
 C. M. SEIBERT, *Treasurer.*

Sworn and subscribed before me, this }
 11th day of December, 1871. }

FRANCIS TORRANCE, *Notary Public.*

STOCK AND DEBT.

Amount of stock subscribed	\$200,000 00
Amount paid in as by last report.....	140,000 00
Total amount now paid in of capital stock	140,000 00
Funded debt, as per last report	23,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, October 1, 1874	23,000 00
Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, November, 1870, and May, 1871, each	10 per cent.
Number of shares of stock issued.....	4,000
Par value of each share	\$50 00
Average market value during the year.....	No sales.

Amount paid in on each share	\$35 00
Amount of capital on which the respective dividends were declared	<u>200,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$88,338 42	\$88,338 42
Equipment.	<u>55,863 55</u>	<u>57,863 55</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	4 $\frac{3}{4}$ miles.
Length of double track, including sidings	3 $\frac{3}{4}$ "
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track	45 pounds.
Number of car houses, shops and stables, of each..	2
Number of depots	3
Number of first class passenger cars.....	28
Average value of each	\$1,000
Number of passengers that may be seated in each car.....	22
Number of other cars, (salt car,).....	1
Number of horses owned by the company.....	98
Average value of each, including harness.....	\$140 00
Number of mules owned by the company	76
Average value of each, including harness.....	\$140 00
Value of real estate held, exclusive of road way...	66,136 08
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,400
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about.....	5 miles.
Number of trips each day : About 250 and upwards.	
How many miles does each two horse team make daily	Don't know.
How is track laid, and on what foundation? Pine stringers and ties, street foundation.	
Average time consumed by cars in passing over road: About 80 minutes; Troy Hill branch, about 40 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Main road, starting from Sixth street, Pittsburg, across the suspension bridge to Allegheny, up Federal to Ohio street, along West Ohio to Bidwell street, along Bidwell street to Pennsylvania avenue, along said avenue to Beaver avenue, thence to car house. Rebecca street branch leaves main line on Federal street, and intersects with it again corner of Beaver and Pennsylvania avenue. Troy Hill branch leaves main road corner of Federal and Ohio streets; thence along East Ohio street to car house, near Chestnut street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

November, 1870.....	193,443	July, 1871.....	209,435
December, 1870.....	208,627	August, 1871.....	199,824
January, 1871.....	184,786	September, 1871.....	191,973
February, 1871.....	169,857	October, 1871.....	200,567
March, 1871.....	193,031		
April, 1871.....	199,871	Total	2,383,822
May, 1871.....	224,433		
June, 1871.....	202,945		

The rate of fare for passengers charged:

Single fare.....	6 cents.
Tickets in packages of 10 sold for.....	50 "
And packages of 20.....	\$1 00

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$6,811 79
Repairs of buildings	810 10
Taxes on real estate	888 25
Total.....	8,510 14

Operating the road:

On account of horses	\$3,327 50
Harness and repairs	306 51
Repairs to cars	2,053 22
Horse shoeing.....	1,199 51

Hay and feed	\$16,973 96
Salaries, pay-rolls, conductors and drivers	55,769 21
Insurance	924 50
Expense account	2,367 09
Oil and gas	549 60
Total	<u>83,471 10</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources: None.

RECEIPTS.

Months.	From passengers.	Manure.	Other sources.	Total.
November, 1870.....	\$11,525 26	\$105 00	.....	.....
December, 1870	12,106 40	.....	.....	.....
January, 1871	10,664 08	80 00	.....	.....
February, 1871	9,766 02	25 00	.....	.....
March, 1871.....	11,129 49	.....	.....	.....
April, 1871	11,578 18	.....	.....	.....
May, 1871.....	13,081 19	105 00	.....	.....
June, 1871	11,772 59	.....	.....	.....
July, 1871.....	12,275 34	.....	.....	.....
August, 1871	11,720 77	105 00	.....	.....
September, 1871.....	11,232 62	.....	.....	.....
October, 1871.....	11,596 38	80 00	.....	.....
Total.....	138,448 32	500 00	\$428 40	\$139,376 72

Summary of payments:

Maintaining the road or real estate of the corporation, and operating the road	\$91,981 24
Interest	1,905 74
Dividends	40,000 00
Bridge toll	5,000 00
Rent	704 90
Municipal taxes	2,729 00
State taxes	2,313 85
United States taxes	1,945 76
Total	<u>146,580 49</u>

ACCIDENTS.

INJURED—Others	<u>2</u>
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The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1870.

November 5. A little boy, sixteen months old, by name of Willie Pearson, was run over on Rebecca street. He died on the 8th of the same month.

1871.

January 4. On suspension bridge, a man by the name of James Hiveley had his leg broken.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William J. Kountz.....	Allegheny city.
D. H. S. Gilmore	Allegheny city.
Charles E. Speer	Pittsburg.
A. Ackley.....	Allegheny city.
C. M. Seibert.....	M'Clure township.
William J. Kountz.....	President.
C. M. Seibert.....	Secretary and Treasurer.

(No. 137.)

PITTSBURG AND BIRMINGHAM.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
Allegheny County, } SS:

Personally appeared before me, M. W. Beltzhooover, president, and John G. Holmes, treasurer, of the Pittsburg and Birmingham Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) M. W. BELTZHOOVER, *President.*
 JNO. G. HOLMES, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of December, 1871. }

J. DONALDSON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed	100,000 00
Amount paid in as by last report	100,000 00
Total amount now paid in of capital stock	100,000 00
Funded debt, as per last report	10,600 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, September 1, 1879,)	\$10,600 00
2d mortgage bonds	None.
3d mortgage bonds	None.
Floating debt as by last report	53,248 56
The amount now of floating debt	57,254 38
Total amount now of floating and funded debt ...	67,854 38
Rate per cent. per annum of interest on funded debt : 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.

Number of shares of stock issued	2,000
Par value of each share	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>None declared.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$100,742 17	\$103,267 84
Equipment.....	31,873 29	32,645 69
Total cost.....	<u>132,615 46</u>	<u>135,913 53</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	3 miles.
Length of double track, including sidings.....	3 “
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	1 each.
Number of depots	2
Number of first class passenger cars.....	17
Average value of each	\$750 00
Number of second class passenger cars	None.
Number of passengers that may be seated in each car	18 and 20
Number of other cars: 1 salt and 1 feed car.	
Number of horses owned by the company.....	100
Average value of each, including harness	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way...	\$45,096 97
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about	5
Number of trips each day.....	9 to 10
How many miles does each two horse team make daily.....	18

How is track laid, and on what foundation? Pine stringers and ties, and turnpike foundation.

Average time consumed by cars in passing over the road..... 41 minutes.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Along Grant street, from Liberty street to Seventh avenue; along Seventh avenue to Smithfield street; along Smithfield street, to and across the Monongahela bridge, to South Pittsburg; thence along Carson street, through the boroughs of South Pittsburg, Birmingham, and East Birmingham, to the borough of Ormsby.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

November, 1870.....	146,075	July, 1871.....	144,585
December, 1870.....	118,133	August, 1871.....	92,040
January, 1871.....	126,357	September, 1871.....	88,902
February, 1871.....	102,751	October, 1871.....	86,728
March, 1871.....	110,374		
April, 1871.....	118,825	Total.....	1,401,812
May, 1871.....	152,710		
June, 1871.....	114,332		

The rate of fare for passengers charged:

Single fare.....	6 cents.
Tickets in packages of ten sold for.....	50 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$7,452 95
Repairs of buildings.....	350 00
Taxes on real estate.....	153 71
- Total.....	7,956 66

Operating the road:

Bridge toll.....	\$2,520 00
On account of horses.....	2,692 60
Harness and repairs.....	260 82
Repairs to cars.....	4,018 73

Horse shoeing.....	\$3,964 77
Hay and feed.....	15,474 55
Office expenses, stationery, depot and general expenses.....	3,059 02
Salaries.....	3,450 00
Insurance.....	898 50
Watchmen, switchmen, hostlers, pay-roll and general expenses of stable.....	9,762 07
Conductors and drivers.....	20,424 35
Fluid, fuel, oil and gas.....	887 65
Total.....	<u>67,413 06</u>
Grand total.....	<u><u>75,369 72</u></u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	None.
From sale of bonds.....	None.
From other sources.....	<u>None.</u>

RECEIPTS.

Months.	From passengers.	Rent.	Other sources.	Total.
November, 1870.....	\$8,852 27	\$296 32	\$555 00	.....
December, 1870.....	7,131 49	.....	.....	.....
January, 1871.....	7,611 05	.....	.....	.....
February, 1871.....	6,170 21	.....	.....	.....
March, 1871.....	6,601 99	.....	.....	.....
April, 1871.....	7,185 20	.....	.....	.....
May, 1871.....	9,160 70	.....	.....	.....
June, 1871.....	6,785 59	.....	.....	.....
July, 1871.....	8,586 06	.....	.....	.....
August, 1871.....	5,505 13	.....	.....	.....
September, 1871.....	5,308 16	.....	.....	.....
October, 1871.....	5,147 27	.....	.....	.....
Total.....	84,015 12	296 32	555 00	\$84,896 44

Summary of payments:

For construction.....	\$2,525 67
For maintaining the road or real estate of the corporation, and operating the road.....	75,369 72
For discount.....	3,390 00
For interest.....	1,731 46

For dividends	None.
For new passenger cars and horses	None.
For payments to loan account.....	None.
For miscellaneous	None.
For payments made to surplus funds	None.
For municipal taxes	\$1,446 75
For State taxes	1,087 49
For United States taxes.....	730 68
 Total.....	 <u>86,281 77</u>

ACCIDENTS.

KILLED—Others	<u>1</u>
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The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

January 17. Christian Gedekop, run over by car, on Carson street, South Pittsburg; he fell from his own wagon immediately in front of car, and was run over, breaking both legs, and otherwise injuring him so that he died in about four days afterwards.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
M. W. Beltzhoover	Pittsburg, Pa.
Wm. K. Nimick	Pittsburg, Pa.
B. F. Jones	Pittsburg, Pa.
J. M'D. Crossan	Pittsburg, Pa.
Wm. M. Hersh	Pittsburg, Pa.
M. W. Beltzhoover	President.
Wm. K. Nimick.....	Secretary.
John G. Holmes.....	Treasurer.

(No. 138.)

PITTSBURG, OAKLAND AND EAST LIBERTY.

[Successor to the Oakland and East Liberty.]

[For the financial year ending January 1, 1872.]

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared Clemens Hoeveler, acting president, and C. Hoeveler, treasurer, now of the Pittsburg, Oakland and East Liberty Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) C. HOEVELER, *Acting President.*
 C. HOEVELER, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of January, 1872. }

A. M. STOLLER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$150,000 00
Amount of stock subscribed	150,000 00
Amount paid in as by last report.....	All.
Total amount now paid in of capital stock	130,000 00
Funded debt as per last report.....	17,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, A. D. 1884,)	67,000 00
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
Floating debt, as by last report.....	50,163 15
The amount now of floating debt.....	5,275 01
Total amount now of floating and funded debt....	72,275 01
Rate per cent. per annum of interest on funded debt: 1st mortgage	7
Date and rate per cent. per annum of dividend or dividends.....	None.

Number of shares of stock issued.....	3,000
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	<u>None.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$94,360 37	\$94,360 37
Equipment.....	26,736 31	27,444 88
Total cost.....	<u>121,096 68</u>	<u>121,805 25</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	5 miles.
Length of double track, including sidings.....	2 $\frac{1}{4}$ "
Gauge of road.....	5 $\frac{1}{2}$ feet.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables: 1 car house, 2 shops, 2 stables.	
Number of depots.....	1
Number of first class passenger cars.....	6
Average value of each.....	\$1,000 00
Number of second class passenger cars.....	8
Average value of each.....	\$700 00
Number of passengers that may be seated in each car.....	16
Number of other cars: 8 sleighs, 4 wagons, 2 carts, 1 salt car.	
Number of horses owned by the company.....	81
Average value of each, including harness.....	\$125 00
Number of mules owned by the company.....	1
Average value of each, including harness.....	\$100 00
Value of real estate held, exclusive of road way..	2,500 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	2,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day.....	88

How many miles does each two-horse team make daily.....	15
How is track laid, and on what foundation? On string pieces and ties.	
Average time consumed by cars in passing over the road, per hour.....	<u>5 miles.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Market street up Fourth avenue to Grant, Grant to Diamond, Diamond to Fifth street, to Fifth avenue, and Farmers' and Mechanics' turnpike to East Liberty.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

January, 1871.....	44,117	August, 1871.....	66,392
February, 1871.....	71,817	September, 1871.....	62,689
March, 1871.....	51,209	October, 1871.....	62,688
April, 1871.....	60,576	November, 1871.....	56,486
May, 1871.....	68,808	December, 1871.....	47,972
June, 1871.....	59,309		
July, 1871.....	77,025	Total ..	<u>699,085</u>

The rate of fare for passengers charged:

Single fare.....	5 and 10 cts.
Tickets in packages of 15, 24, 50 sold for.....	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed, railway and buildings.....	\$708 54
Taxes on real estate.....	814 13
Total	<u>1,522 67</u>

Operating the road:

On account of horses.....	\$2,910 00
Harness and repairs.....	152 30
Repairs to cars.....	1,176 75
Horse shoeing.....	526 89

Hay and feed.....	\$13,467 62
Office expenses, stationery and depot expenses....	185 95
Salaries: In pay-roll.	
Insurance	341 66
Watchmen, switchmen, hostlers, pay-roll, salaries and drivers.....	21,269 69
General expenses of stable.....	1,376 00
Conductors and drivers: In pay-roll.	
Fluid, fuel, oil and gas.....	252 80
Damage for injury of persons	None.
Total.....	<u>41,659 66</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

None.

RECEIPTS.

Months.	From passengers.	Manure.	Other sources.	Total.
January, 1871.....	\$3,088 21	.....	.....	\$3,088 21
February, 1871.....	2,972 19	.....	.....	2,972 19
March, 1871.....	3,584 65	.....	.....	3,584 65
April, 1871.....	4,240 36	.....	.....	4,240 36
May, 1871.....	4,816 60	.....	.....	4,816 60
June, 1871.....	5,151 62	.....	.....	5,151 62
July, 1871.....	5,329 81	\$31 92	.....	5,391 73
August, 1871.....	4,647 43	.....	.....	4,647 43
September, 1871.....	4,084 84	.....	.....	4,084 84
October, 1871.....	4,388 17	.....	.....	4,388 19
November, 1871.....	3,354 03	.....	.....	3,354 03
December, 1871.....	2,518 04	.....	\$360 00	3,378 04
Total.....	48,175 95	61 92	\$360 00	49,097 87

Summary of payments:

For construction.....	\$708 54
For maintaining the road or real estate of the cor- poration, and operating the road.....	37,572 91
For new passenger cars and horses.....	4,086 75
For miscellaneous, improvements.....	2,657 64
For municipal and State taxes.....	814 13
For payment of old debts.....	3,257 90
Total.....	<u>49,097 87</u>

ACCIDENTS.

Killed.

Others 1
=

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

April 6. The child, about five years old, Mary Emma Bender, at corner of Fourth and Smithfield streets, run under the car No. 11, and died of its injuries on the 8th day of April, 1871.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. Hoeveler.....	Pittsburg.
Thomas Mellon.....	Pittsburg.
Erasmus Hoeveler.....	Pittsburg.
Atlee V. Coale.....	Pittsburg.
Mathias Rahe.....	Pittsburg.
Wm. A. Hoeveler.....	Pittsburg.
T. H. Bussman.....	Pittsburg.
C. Hoeveler.....	President.
Atlee V. Coale.....	Secretary.
C. Hoeveler.....	Treasurer.

(No. 139.)

RIDGE AVENUE AND MANAYUNK.

[For the fourteen months ending December 31, 1871.]

STATE OF PENNSYLVANIA, } ss :
Philadelphia County,

Personally appeared E. B. Edwards, president, and William S. Blight, treasurer, of the Ridge Avenue and Manayunk Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) E. B. EDWARDS, *President.*
 WM. S. BLIGHT, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of January, 1872. }

J. R. MASSEY, *Alderman and J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed, 5,000 shares, less 300 forfeited for non-payment of instalments.....	158,100 00
Amount paid in as by last report.....	120,500 00
Total amount now paid in of capital stock.....	158,100 00
Funded debt as per last report: Coupon bonds, 6 per cent., \$14,000; coupon bonds, 7 per cent., \$48,300.	
The amount now of funded debt, (date of ma- turity, 1880,).....	62,300 00
Floating debt as by last report.....	10,000 00
The amount now of floating debt.....	6,000 00
Rate per cent. per annum of interest on funded debt: 6 per cent. on \$14,000; 7 per cent. on \$48,300.	
Date and rate per cent. per annum of dividend or dividends	None made.

Number of shares of stock issued	4,700
Par value of each share	\$50 00
Average market value during the year.....	15 00
Amount paid in on each share	33 00
Amount of capital on which the respective dividends were declared: No dividend declared.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$182,540 47	\$223,615 29

CHARACTERISTICS OF ROAD.

Length of road laid.....	4½ miles.
Length of double track, including sidings.....	3½ “
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track, about	40 pounds.
Number of car houses, shops and stables	1 of each.
Number of depots.....	2
Number of first class passenger cars.....	14
Average value of each.....	\$800 00
Number of passengers that may be seated in each car.....	22
Number of other cars: 1 salt car, 2 carts and 4 sleighs.	
Number of horses owned by the company.....	55
Average value of each, including harness.....	\$100 00
Value of real estate held, exclusive of road way: Depot at Twenty-third and Ridge avenue, held jointly with the G. C. P. R. W. Co., assessed at \$60,000; depot at Manayunk, \$200.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day	42
How many miles does each two horse team make daily	18
How is track laid, and on what foundation? Principally on stone and plank.	

Average time consumed by cars in passing over the road: 55 minutes up, 50 minutes down; 16 hours per day.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: East end of road commences at Ridge and Columbia avenues, and running direct to Manayunk on Ridge avenue, passing Glenwood cemetery, East Fairmount park, Laurel Hill, Mount Vernon and Mount Peace cemeteries, Falls of Schuylkill, and Wissahickon.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

None kept.

The rate of fare for passengers charged:

Single fare, from depot to Manayunk.....	12 cents.
Way fares	7 "
Tickets in packages of four sold for.....	25 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$31,943 05
Repairs of buildings	1,712 09
Taxes on real estate	1,233 01
Total.....	<u>34,888 15</u>

Operating the road:

On account of horses	\$3,924 50
Harness and repairs	277 15
Repairs to cars	7,015 10
Horse shoeing.....	2,995 84
Hay and feed	15,404 18
Office expenses, stationery and depot expenses, and salaries.....	2,669 21
Insurance.....	588 50

Watchmen, switchmen, hostlers, pay-roll, and general expenses of stable: Placed in account of stable and expenses.

Conductors and drivers.....	\$13,323 82
Fluid, fuel, oil and gas: Placed in depot expenses.	
Damage for injuries of persons.....	335 75
Total.....	<u>46,534 05</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, instalment of \$8 00 per share on 4,700.....	\$37,600 00
From other sources.....	45,834 02
Total.....	<u>83,434 02</u>

RECEIPTS.

Months.	From passengers.	Other sources.	Total.
November, 1870.....	\$3,293 59		
December, 1870.....	2,554 34		
January, 1871.....	2,079 93		
February, 1871.....	1,581 14		
March, 1871.....	2,672 48		
April, 1871.....	3,242 61		
May, 1871.....	4,163 61		
June, 1871.....	3,840 42		
July, 1871.....	4,648 79		
August, 1871.....	4,475 85		
September, 1871.....	4,235 58		
October, 1871.....	3,790 47		
November, 1871.....	2,944 77		
December, 1871.....	2,310 44		
Total.....	45,834 02	\$37,600 00	\$83,434 02

Summary of payments:

For maintaining the road or real estate of the corporation, and operating the road.....	\$81,422 20
Interest.....	4,688 00
New passenger cars and horses: Placed in operating the road.	
Payments made to surplus funds.....	None.
Municipal, State and United States taxes.....	1,112 51
Total.....	<u>87,222 71</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William S. Grant.....	126 South Delaware avenue, Philadelphia.
William T. Carter.....	103 Walnut street, Philadelphia.
Charles Thompson Jones.....	131 South Fifth street, Philadelphia.
Henry Norris.....	1903 Walnut street, Philadelphia.
F. R. Cope	Walnut street wharf, Philadelphia.
E. B. Edwards, President, Twenty-third and Columbia avenue, Philadelphia.	
Wm. Myers, Secretary..... Twenty-third and Columbia avenue, Philadelphia.	
Wm. S. Blight, Treasurer, Twenty-third and Columbia avenue, Philadelphia.	

(No. 140.)

SCHUYLKILL RIVER.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared O. Hopkinson, president, and S. Gross Fry, treasurer, of the Schuylkill River Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) O. HOPKINSON, *President.*
 S. GROSS FRY, *Treasurer.*

Sworn and subscribed before me, this }
 5th day of January, 1872. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed	500,000 00
Amount paid in as by last report.....	50,000 00
Total amount now paid in of capital stock.....	50,000 00
Funded debt as per last report.....	None.
The amount now of funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: Cash, January and July	10 per cent.
Number of shares of stock issued	10,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	5 00
Amount of capital on which the respective divi- dends were declared: January, \$14,850; July, \$12,350.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	\$47,463 54	\$47,463 54

CHARACTERISTICS OF ROAD.

Length of road laid.....	3 $\frac{586}{5280}$ miles.
Length of double track, including sidings.....	$\frac{3}{8}$ “
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track.....	44 pounds.
How is track laid and on what foundation? White pine string pieces on cross-ties imbedded in the earth.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From the depot of the Philadelphia and Gray's Ferry railway company, at Twenty-third and Spruce streets, along Twenty-third street to Callowhill; thence to Twenty-fifth, and along Twenty-fifth to main entrance to Fairmount park, at foot of Green street; returning *via* Twenty-fifth, Hamilton, Twenty-second, Filbert, Twenty-third, Walnut and Twenty-second to Spruce.

The Schuylkill River Passenger railway is operated by the Philadelphia and Gray's Ferry Passenger railway company, under the terms of a lease for ninety-nine years. The report of receipts and expenditures will, therefore, be found in the report of the lessees.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. P. M'Fadden.....	Fifteenth and Tioga sts., Philadelphia.
O. Hopkinson.....	1424 Spruce street, Philadelphia.
O. B. Evans.	600 North Tenth street, Philadelphia.
Charles B. Bloomingdale	912 North Broad street, Philadelphia.
W. P. Chandler.....	2110 Spruce street, Philadelphia.
T. R. Woodhouse.....	204 South Fifth street, Philadelphia.
Oliver Hopkinson, President	1424 Spruce street, Philadelphia.
S. Gross Fry, Secretary and Treas.,	N. W. corner 21st and Green sts., Phila.

(No. 141.)

SECOND AND THIRD STREET.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Robert F. Taylor, president, and E. Mitchell Cornell, treasurer, of the Second and Third Street Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ROBERT F. TAYLOR, *President.*
 E. MITCHELL CORNELL, *Treasurer.*

Sworn and subscribed before me, this }
 17th day of January, 1872. - }

WILLIAM S. TOLAND, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$962,100 00
Amount of stock subscribed.....	962,100 00
Amount paid in as by last report.....	573,417 25
Total amount now paid in of capital stock.....	573,417 25
Funded debt as per last report.....	109,300 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1878,).....	\$83,700 00
2d mortgage bonds, (date of maturity, October 1, 1876,).....	15,800 00
3d mortgage bonds, (date of maturity, August 1, 1885,)	9,800 00
	<hr/>
	109,300 00
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	None.

Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; F. and P. mortgage, 7 per cent.

Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, January, 4 per cent.; July, 5 per cent.

Number of shares of stock issued.....	19,242
Par value of each share.....	\$50 00
Average market value during the year, about.....	60 00
Amount paid in on each share, nearly	30 00
Amount of capital on which the respective dividends were declared.....	962,100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$644,143 00	\$695,223 00
Equipment: No separate account.		
Total cost.....		695,223 00

CHARACTERISTICS OF ROAD.

Length of road laid, about.....	34½ miles.
Length of double track, including sidings.....	3½ "
Gauge of road.....	5 feet 2¼ in.
Weight of rail per yard on main track, from.....	43 to 55 lbs.
Number of ear houses, shops and stables.....	5
Number of depots	2
Number of first class passenger cars	71
Average value of each, about.....	\$800 00
Number of second class passenger cars.....	14
Average value of each, about.....	\$500 00
Number of passengers that may be seated in each car.....	22
Number of other cars	10
Number of horses owned by the company, average,	550
Average value of each, including harness.....	\$100 00
Number of mules owned by the company	None.

Value of real estate held, exclusive of roadway, about	\$120,000 00
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day, about.....	709
How many miles does each two horse team make daily, about.....	20
How is track laid, and on what foundation? Wood stringers, tram rail, gravel foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Commence at Harrison street, on Frankford road; thence south along the said road to Jefferson street, along Jefferson to Second street, along Second street to Mifflin, along Mifflin street to Third, along Third street to Germantown road, along Germantown road to Oxford street, along Oxford street to Front, along Front to Amber, along Amber street to the depot, on the Frankford road, near Lehigh avenue; thence along the Frankford and Bristol turnpike road to Mill street, along Mill street to Paul, along Paul to the said turnpike road; and thence along the said pike to the place of beginning; also, commencing on Bridge street, in Bridesburg; thence along Bridge street to Richmond street, along Richmond street to the Frankford road, along Frankford road to Maiden street, along Maiden to Delaware avenue, along Delaware avenue to Coates street, along Coates to Second street, along Second to Dock street, along Dock to Third street, along Third street to Brown, along Brown street to Beach, along Beach to Manderson street, along Manderson to the Frankford road, along Frankford road to Girard street, along Girard to Norris street, along Norris to Richmond, along Richmond street to Lehigh avenue, along Lehigh avenue to the depot, on north side of Lehigh avenue; also, a branch commencing at Richmond street and Frankford road, along Richmond street to Front, along Front street to Laurel, along Laurel street to New Market, along New Market street to Coates; also, a branch commencing at Huntingdon street and Frankford road, along Huntingdon to Coral, along Coral street to York, along

York street to Second, along Second street to Jefferson, along Jefferson street to Germantown road; also, on Third street, commencing at Oxford; thence along Third street to Dauphin, along Dauphin street to Emerald, along Emerald street to Cumberland, along Cumberland to Richmond street. We have no connections with other roads.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

January, 1871.....	479,490	August, 1871.....	704,266
February, 1871.....	437,120	September, 1871.....	687,429
March, 1871.....	547,759	October, 1871.....	678,810
April, 1871.....	588,281	November, 1871.....	596,440
May, 1871.....	652,992	December, 1871.....	575,434
June, 1871.....	637,582		
July, 1871.....	675,814	Total.....	<u>7,261,417</u>

The rate of fare for passengers charged:

Single fare.....	7 cents.
Tickets in packages of four sold for	<u>25 “</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$15,077 21
Repairs of buildings.....	1,877 34
Taxes on real estate.....	1,103 75
Total	<u>18,058 30</u>

Operating the road:

On account of horses.....	\$23,359 50
Harness and repairs.....	3,371 53
Repairs to cars	14,766 81
Horse shoeing.....	15,678 87
Hay and feed.....	78,485 62
Office expenses, stationery and depot expenses....	4,489 42
Salaries.....	9,703 89
Insurance.....	2,256 24
Watchmen, switchmen, hostlers, pay-roll	36,721 19

General expenses of stable.....	\$2,313 68
Conductors and drivers.....	98,233 38
Fluid, fuel, oil and gas.....	2,791 37
Damage for injuries of persons.....	1,889 28
Miscellaneous.....	3,788 96
Total	297,849 74

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From other sources	<u>\$6,200 00</u>
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RECEIPTS.

Months.	From passengers.	Manure.	Other sources.
January, 1871.....	\$31,166 88	\$602 92
February, 1871.....	28,412 71	609 92	.....
March, 1871.....	35,604 33	606 51	.....
April, 1871.....	38,238 24	644 42	\$186 15
May, 1871.....	42,444 49	629 66	309 63
June, 1871.....	41,442 82	640 58	207 53
July, 1871.....	43,927 90	654 50	542 53
August, 1871.....	45,777 38	656 41	257 65
September, 1871.....	44,682 90	666 83	1,518 82
October, 1871.....	44,122 68	703 41	580 38
November, 1871.....	38,768 53	693 83	327 26
December, 1871.....	37,403 19	683 17	320 12
Total	471,992 05	7,792 16	4,250 07

Summary of payments :

For construction.....	\$51,080 00
For maintaining the road or real estate of the corporation, and operating the road	315,908 04
For interest.....	7,651 00
For dividends.....	86,287 00
For new passenger cars and horses: Included in construction.	
For miscellaneous.....	1,453 78
For municipal taxes.....	5,413 49
For State taxes.....	5,678 00
For United States taxes.....	3,987 71
Total	477,459 02

ACCIDENTS.

	Injured.
Passengers.....	5
Others.....	2
	<hr/>
Total.....	7
	<hr/>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

June 13. John Forsyth fell from front platform of car at Second and Chestnut street; arm run over.

July 22. Mary Smith had arm broken by being thrown from a wagon coming in contact with one of our cars, on Second street, above Catharine.

August 25. Mary Cunningham, leg broken by jumping from one of our cars at Third street and Washington avenue, by being frightened at the approach of a locomotive.

October 9. Mary Banes hurt her leg by jumping from one of our cars at Main and Paul streets, Frankford; frightened at the approach of dummy engine.

October 9. Eliza Wasson hurt her leg by jumping from one of our cars at Main and Paul streets, Frankford; frightened at the approach of dummy engine.

October 7. John M'Mullen struck in the back by one of our cars while in the street fixing his dray, at Second and Dock streets.

November 6. Faroena Wonderly bruised on the head and leg by the horses of one of our cars running away and knocking her down, on Brown street, near Front.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Israel Peterson.....	Philadelphia.
John P. Steiner.....	Philadelphia.
Benjamin F. Huddy.....	Philadelphia.
William Anspach.....	Philadelphia.
Andrew J. Holman.....	Philadelphia.
William Eisenbrey.....	Philadelphia.
M. Hall Stanton.....	Philadelphia.
Alexander M. Fox.....	Philadelphia.
George M. Freeman.....	Philadelphia.
John Eisenbrey, Jr.....	Philadelphia.
Joseph H. Dulles.....	Philadelphia.
Pearson S. Peterson.....	Philadelphia.
Robert F. Taylor, President.....	721 North Eighth street, Philadelphia.
John B. Craven, Secretary.....	1827 North Seventh street, Philadelphia.
E. Mitchell Cornell, Treasurer.....	809 North Eighth street, Philadelphia.

(No. 142.)

SEVENTEENTH AND NINETEENTH STREET.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Jos. E. Gillingham, president, and David R. Garrison, treasurer, of the Seventeenth and Ninetenth Street Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

J. E. GILLINGHAM, *President.*D. R. GARRISON, *Treasurer.*

Sworn and subscribed before me, this }
 22d day of January, 1872. }

CHAS. JENNINGS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	500,000 00
Amount paid in as by last report.	160,000 00
Total amount now paid in of capital stock	160,000 00
Funded debt as per last report	None.
The amount now of funded debt, (classified and date of maturity,) as follows :	
Mortgage on property 19th and Market, (date of maturity, Jan., 1873,)	\$10,000 00
Mortgage on property 12th and Montgomery avenue, (date of maturity, November, 1872,)	5,000 00
	<hr/> 15,000 00
Floating debt as by last report	None.
The amount now of floating debt	106,220 51
Total amount now of floating and funded debt	121,220 51
Rate percent. per annum of interest on funded debt :	
1st mortgage	6 per cent.

Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued	10,000
Par value of each share	\$50 00
Average market value during the year.....	18 00
Amount paid in on each share	16 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$119,821 69	\$129,930 10
Equipment		56,472 85
Total cost	119,821 69	186,402 95

CHARACTERISTICS OF ROAD.

Length of road laid	6 $\frac{3}{4}$ miles.
Length of double track, including sidings	None.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track; part 43 lbs. and part 55 lbs.	
Number of car houses, shops and stables: Two shops and two stables.	
Number of depots.....	2
Number of first class passenger cars	38
Average value of each.....	\$800 00
Number of second class passenger cars.....	2
Average value of each	\$100 00
Number of passengers that may be seated in each car.....	20
Number of other cars: Two snow plows.	
Number of horses owned by the company	236
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way...	\$111,619 17
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,500 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour.).....	5 $\frac{1}{2}$ miles.

Number of trips each day.....	327
How is track laid, and on what foundation? White pine string pieces, with cross-ties on gravel.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Nineteenth street to Columbia avenue, to Seventeenth, to Carpenter, to Nineteenth street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

January, 1871.....	174,320	August, 1871.....	183,644
February, 1871.....	153,210	September, 1871.....	204,444
March, 1871.....	162,925	October, 1871.....	213,299
April, 1871.....	197,486	November, 1871.....	188,113
May, 1871.....	215,184	December, 1871.....	184,468
June, 1871.....	203,650		
July, 1871.....	191,866	Total.....	2,272,609

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$3,309 27
Repairs of buildings: Charged to real estate.	
Taxes on real estate	1,027 71
Total.....	4,336 98

Operating the road:

On account of horses	\$4,860 00
Harness and repairs.....	1,171 40
Repairs to cars	5,535 37
Horse shoeing.....	3,360 00
Hay and feed.....	24,956 39
Office expenses, stationery and depot expenses.....	4,658 52
Salaries.....	4,000 00
Insurance.....	889 13
Watchmen, switchmen, hostlers, pay-roll	9,551 44
Conductors and drivers	27,118 29
Fluid, fuel, oil and gas	697 35
Damages for injuries of persons.....	55 00
Total	86,852 89

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From other sources \$3,988 10

RECEIPTS.

Months.	From pas- sengers.	Manure.	Other sources.	Total.
January, 1871	\$9,123 49	\$135 00	.....	\$9,258 49
February, 1871	8,406 47	135 00	\$30 00	8,571 47
March, 1871	10,040 68	144 00	102 25	10,286 93
April, 1871	10,727 06	137 50	290 00	11,154 56
May, 1871.....	11,497 23	137 50	38 56	11,673 32
June, 1871.....	10,630 09	137 50	1 00	10,768 59
July, 1871.....	9,958 01	143 00	657 76	10,758 77
August, 1871	9,473 90	148 00	2 00	9,623 90
September, 1871.....	10,721 61	160 00	1 00	10,882 61
October, 1871	11,463 96	180 00	177 00	11,820 96
November, 1871.....	11,564 34	190 00	588 46	12,342 80
December, 1871.....	14,275 46	240 00	3,085 88	17,601 34
Total	127,832 33	1,887 50	4,973 91	134,743 74

Summary of payments:

For construction.....	\$17,493 74
For maintaining the road or real estate of the cor- poration, and operating the road.....	91,189 87
For interest.....	3,654 49
For dividends.....	3,902 60
For new-passenger cars and horses	35,733 30
For payments to loan account, (amount due com- pany,).....	18,910 64
For miscellaneous.....	13,339 58
For municipal taxes.....	1,709 00
For State taxes.....	118 71
For United States taxes.....	410 49
Total.....	<u>186,462 42</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.

Post office address.

David R. Garrison.....	Philadelphia, Pa.
Charles T. Yerkes.....	Philadelphia, Pa.
B. F. Hart.....	Philadelphia, Pa.
George I. Gross.....	Philadelphia, Pa.
F. C. Gillingham.....	Philadelphia, Pa.
Jos. E. Gillingham, President.....	Philadelphia, Pa.
David R. Garrison, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 143.)

THIRTEENTH AND FIFTEENTH STREETS.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas W. Ackley, president, and D. Boyer Brown, treasurer, of the Thirteenth and Fifteenth Streets Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) THOS. W. ACKLEY, *President.*
 D. BOYER BROWN, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of January, 1872. }

ROBERT R. SMITH, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	997,700 00
Amount paid in as by last report.....	Uncertain.
Total amount now paid in of capital stock.....	Uncertain.
Funded debt as per last report	None.
The amount now of funded debt	None.
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	None.
Rate per cent. per annum of interest on funded debt,	None.
Date and rate per cent. per annum of dividend or dividends: Cash, June, 2 per cent.; December, 1½ per cent.....	3½ per cent.
Number of shares of stock issued	19,954
Par value of each share	\$50 00
Average market value during the year, about	23 50
Amount paid in on each share	Unknown.
Amount of capital on which the respective divi- dends were declared	<u>\$997,700 00</u>

COST OF ROAD AND EQUIPMENT.

The present managers cannot answer these queries.

CHARACTERISTICS OF ROAD.

Length of road laid.....	8 miles.
Length of double track, including sidings.....	$\frac{1}{2}$ mile.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables	1 of each.
Number of depots	1
Number of first class passengers cars	32
Average value of each.....	\$600 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car	20
Number of other cars	None.
Number of horses owned by the company.....	216
Average value of each, including harness	\$100 00
Number of mules owned by the company.....	6
Average value of each, including harness	\$125 00
Value of real estate held, exclusive of road way, (encumbered, \$16,300,).....	103,700 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	$5\frac{1}{2}$ miles.
Number of trips each day.....	262
How many miles does each two horse team make daily, about.....	22 miles.
How is track laid, and on what foundation? Pine cross-ties and stringers, on gravel.	
Average time consumed by cars in passing over the road: 72 minutes per trip; 13 hours daily.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: On Thirteenth and Fifteenth streets from Columbia avenue to Carpenter street, on Columbia avenue and Carpenter street from Thirteenth to Fifteenth street, on Columbia avenue from Fifteenth street to Ridge

avenue, on Ridge avenue to Master street, on Master street from Ridge avenue to Fifteenth street, and on Broad street double track from Carpenter street to Wharton.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR, (APPROXIMATED.)

January, 1871.....	256,715	August, 1871.....	243,562
February, 1871.....	234,339	September, 1871.....	283,578
March, 1871.....	266,946	October, 1871.....	300,671
April, 1871.....	272,897	November, 1871.....	250,906
May, 1871.....	301,404	December, 1871.....	238,479
June, 1871.....	261,895		
July, 1871.....	255,920	Total.....	3,167,312

The rate of fare for passengers charged :

Single fare.....	7 cents.
Tickets in packages of sixteen sold for.....	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$10,222 64
Taxes on real estate.....	1,242 42
Total.....	<u>11,465 06</u>

Operating the road :

On account of horses.....	\$8,175 50
Harness and repairs.....	1,328 77
Repairs to cars.....	7,147 77
Horse shoeing.....	5,889 74
Hay and feed.....	33,727 89
Office expenses, stationery and depot expenses....	22,481 85
Salaries.....	3,399 96
Insurance.....	624 84
Watchmen, switchmen, hostlers and pay-roll: Included in depot expenses.	
General expenses of stable: Included in depot expenses.	

Conductors and drivers.....	\$33,743 61
Fluid, fuel, oil and gas : Included in depot expenses.	
Damage for injuries of persons.....	690 12
Total.....	117,210 05

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources : None.

RECEIPTS.

Months.	Passengers.	Rent.	Manure.	Total.
January, 1871.....	\$13,763 04	\$153 00	\$174 17	\$14,090 21
February, 1871.....	12,553 47	139 00	175 08	12,867 55
March, 1871.....	14,316 02	253 00	178 75	14,747 77
April, 1871.....	14,637 69	97 66	171 42	14,906 77
May, 1871.....	16,178 64	265 66	163 66	16,612 96
June, 1871.....	14,042 96	72 66	185 17	14,300 79
July, 1871.....	13,720 80	204 66	194 33	14,119 79
August, 1871.....	13,052 05	197 66	68 41	13,318 12
September, 1871.....	15,215 19	190 66	182 50	15,588 35
October, 1871.....	16,139 60	198 00	181 29	16,518 89
November, 1871.....	13,449 28	147 66	181 29	13,778 23
December, 1871.....	12,150 69	304 32	174 96	12,629 97
Total.....	169,219 43	2,223 94	2,036 03	173,479 40

Summary of payments :

For construction	\$5,454 97
For maintaining the road or real estate of the corporation, and operating the road.....	119,257 19
For interest.....	None.
For dividends.....	34,919 50
For new passenger cars and horses.....	10,575 50
For payments to loan account	None.
For miscellaneous	1,515 61
For payments made to surplus funds	None.
For municipal taxes	2,388 17
For State taxes.....	1,745 97
For United States taxes.....	498 85

ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	2
Others.....	1	1
Total.....	<u>2</u>	<u>3</u>
	<u>=</u>	<u>=</u>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

January 18. Catharine Hughes, a child, five years old, playing on the street, was run over by the car and killed.

April 18. Two passengers were injured by reason of brake chain giving way, and the car following running into the other. The passengers injured were standing on the platform of the car.

May 13. A child, age unknown, playing in the street, was injured in the foot by a car.

June 4. A man by the name of De Arment, in a state of intoxication, fell off the car, had his shoulder dislocated and leg broken, from which injuries he died.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. L. Hornberger	Philadelphia.
S. J. Megargee	Philadelphia.
R. Creswell.	Philadelphia.
John E. Fox	Philadelphia.
A. Richardson	Philadelphia.
Thomas W. Ackley, President.....	1011 South Broad st., Philadelphia.
D. Boyer Brown, Sec. and Treas.	1011 South Broad st., Philadelphia.

(No. 144.)

UNION.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared William V. McGrath, president, and Jonathan Bullock, treasurer, of the Union Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

WM. V. M'GRATH, *President.*JONATHAN BULLOCK, *Treasurer.*

Affirmed, sworn and subscribed before }
 me, this 30th day of January, 1872. }

ROBERT R. SMITH, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	1,000,000 00
Amount paid in as by last report.....	400,000 00
Total amount now paid in of capital stock	400,000 00
Funded debt as per last report	300,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1885,).....	\$300,000 00
General mortgage bonds, (date of maturity, 1881,)	200,000 00
	<hr/> 500,000 00
Floating debt as by last report.....	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt....	500,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6; general mortgage, 7.	

Date and rate per cent. per annum of dividend or dividends: Cash, January and July, 1871, each, \$2 per share.	
Number of shares of stock issued	20,000
Par value of each share	\$50 00
Amount paid in on each share	20 00
Amount of capital on which the respective dividends were declared	<u>400,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Real estate.....	\$163,928 51	\$238,944 10
Construction	455,697 32	507,040 46
Equipment.....	184,587 68	252,051 26
Total cost.....	<u>804,213 51</u>	<u>998,035 82</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	30 miles.
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables.....	3 of each.
Number of depots.....	3
Number of first class passenger cars	95
Average value of each.....	\$700 00
Number of second class passenger cars.....	20
Average value of each	\$400 00
Number of passengers that may be seated in each car	20
Number of other cars	9
Number of horses owned by the company.....	692
Average value of each, including harness	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way...	\$238,944 10
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
How is track laid, and on what foundation? Pine cross-ties and stringers.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: One line, Fairmount to Navy Yard, *via* Brown, Twenty-third, Wallace, Franklin, Seventh, Federal and Front streets; returns *via* Wharton, Ninth, Spring Garden, Twenty-third and Brown streets; one line runs from Richmond to Baltimore depot *via* Thompson, Marlborough, Belgrade, Frankford avenue, Master, Franklin, Seventh, Passayunk road, Ellsworth and Broad streets; returns *via* Broad, Christian, Ninth, Spring Garden, Seventh, Oxford, Fourth, Norris, Memphis, York, Cedar and Somerset streets to Richmond; one line runs from Twenty-third and Columbia avenue to Ninth and Locust street *via* Columbia avenue, Franklin, Seventh and Locust streets; returns *via* Ninth, Spring Garden, Seventh, Master and Twenty-third streets; also the Poplar and Spring Garden street line runs from the park on Brown, Twenty-third, Wallace, Twenty-second, Spring Garden, Seventh, Poplar, Twenty-fourth and Brown streets.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

January, 1871.....	604,697	August, 1871.....	795,538
February, 1871.....	541,131	September, 1871.....	855,449
March, 1871.....	645,706	October, 1871.....	832,570
April, 1871.....	663,157	November, 1871.....	720,098
May, 1871.....	716,898	December, 1871.....	731,600
June, 1871.....	760,963		
July, 1871.....	809,445	Total.....	<u>8,667,252</u>

The rate of fare for passengers charged:

Single fare.....	7 cents.
Tickets in packages of sixteen, sold for \$1 00, or four for.....	<u>25 cents.</u>

RECEIPTS.

Months.	Passengers.	Manure.	Other sources.
January, 1871.....	\$38,879 38	.....	\$499 02
February, 1871.....	34,557 68	\$261 00	110 50
March, 1871.....	41,254 41	264 00	234 70
April, 1871.....	42,480 96	997 75	.....
May, 1871.....	46,102 50	262 00	70 50
June, 1871.....	48,499 87	263 00	.....
July, 1871.....	52,170 14	744 63	16 00
August, 1871.....	50,741 24	520 00	25 00
September, 1871.....	54,881 66	.....	55 75
October, 1871.....	53,157 22	1,250 62	103 37
November, 1871.....	46,119 65	260 00	730 14
December, 1871.....	46,897 03	1,254 00	1,814 63
Total.....	555,741 74	6,077 00	3,659 61

RECEIPTS.

From passengers and Slawson tickets.....	\$556,336 74
From manure	6,077 00
From other sources	3,659 61
From bonds.....	200,000 00
Total.....	<u>766,073 35</u>

EXPENDITURES.

Conductors and drivers.....	\$113,576 66
Corn	53,986 75
Hay.....	34,373 91
Straw	2,686 45
Wages	51,235 96
Blacksmiths.....	19,893 36
Repairs to cars	23,832 60
Repairs to road.....	20,912 29
Repairs to real estate	2,007 48
Expense	13,199 44
Light and fuel	3,641 28
Printing and stationery	3,385 63
Insurance	4,441 00
Excise tax	3,905 00
Tax—State and city	10,977 72
Interest and discount on bonds.....	58,103 20
Car license.....	3,800 00

Salaries	\$14,000 00
Coupons	18,000 00
Horses	13,575 00
Construction	51,343 14
Equipment	67,463 58
Real estate	75,015 59
Dividends	80,000 00
Total	743,356 04

Summary of payments :

For construction and equipment	\$193,822 31
Maintaining the road, &c., and operating the road,	365,348 37
Dividends	80,000 00
Interest	76,103 20
Miscellaneous	13,199 44
Municipal and State taxes	10,977 72
United States taxes	3,905 00
Total	743,356 04

ACCIDENTS.

Don't keep any account.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jacob E. Ridgway	Philadelphia.
Charles Welsh	Philadelphia.
William H. Kemble	Philadelphia.
Ridgway Gibbs	Philadelphia.
M. H. Taggart	Litiz, Lancaster co.
Wm. V. McGrath, President	Philadelphia.
Jacob E. Ridgway, Vice President	Philadelphia.
Jonathan Bullock, Secretary and Treasurer	Philadelphia.

(No. 145.)

WEST PHILADELPHIA.

[For the financial year ending October 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS:

Personally appeared John S. Morton, president, and Samuel P. Huhn, treasurer, of the West Philadelphia Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

JOHN S. MORTON, *President.*SAML. P. HUHN, *Treasurer.*

Affirmed and subscribed before me, this }
 30th day of November, 1871. }

A. N. MORTON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	400,000 00
Amount paid in as by last report	400,000 00
Total amount now paid in of capital stock	400,000 00
Funded debt as per last report	100,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 1, 1878,)	100,000 00
2d mortgage bonds	None.
3d mortgage bonds	None.
Floating debt as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt	100,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, December 21, 1870, and July 11, 1871, each	5 per cent.

RAILROAD REPORT.

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Number of shares of stock issued.....	8,000
Par value of each share	\$50 00
Average market value during the year.....	75 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared.....	<u><u>400,000 00</u></u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u><u>\$556,938 36</u></u>	<u><u>\$584,898 36</u></u>

CHARACTERISTICS OF ROAD.

Length of road laid	10 miles.
Length of double track, including sidings	3½ "
Gauge of road.....	5 feet 2½ in.
Weight of rail per yard on main track.....	44 pounds.
Number of car houses, shops and stables; two car houses, 4 shops, 4 stables.	
Number of depots	1
Number of first-class passenger cars, (average num- ber used, 63,).....	73
Average value of each	\$1,000 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car.....	22
Number of other cars; 1 truck, 4 track sweepers.	
Number of horses owned by the company	486
Average value of each, including harness	\$150 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way...	\$241,166 48
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage.....	5,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day; each car	9
How many miles does each two-horse team make daily, about	20

How is track laid, and on what foundation? On string pieces and cross-ties; gravel foundation.
Average time consumed by cars in passing over the road: Each car, 80 minutes per trip.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Front and Market streets to Haddington and *vice versa*, occupying Market street from Front to Forty-first, Forty-first street from Market to Haverford, Haverford and Vine streets from Forty-first to Sixty-fifth street, and Sixty-fifth street and Haverford road to Haddington.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR, (APPROXIMATED.)

November, 1870.....	566,000	June, 1871	610,000
December, 1870.....	590,000	July, 1871.....	640,000
January, 1871.....	506,000	August, 1871.....	640,000
February, 1871.....	457,000	September, 1871.....	651,000
March, 1871.....	576,000	October, 1871	649,000
April, 1871.....	583,000		
May, 1871.....	632,000	Total.....	7,100,000

The rate of fare for passengers charged:

For adults, between depot and Front and Market streets.....	7 cents.
For children, between depot and Front and Market streets.....	4 “
For adults, on rural section, (west of Forty-first street,) to Haddington.....	7 “
For children, on rural section, (west of Forty-first street,) to Haddington	4 “
Tickets sold by conductors in sealed envelopes only, good on any city railway, four for	25 “
Exchange tickets, good on the Tenth and Eleventh, Twelfth and Sixteenth, Thirteenth and Fifteenth, Seventeenth and Nineteenth streets railways ...	9 “
Transfer tickets, good between Front and Market streets and Haddington	10 “
Fare for passengers on cars connecting with trains arriving after midnight.....	10 “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway, and re-laying of Haddington track, (labor and material, including material on hand,)	\$26,335 87
Repairs of buildings, (labor and material, including material on hand,)	2,826 53
Taxes on real estate	1,902 60
Total	<u>31,065 00</u>

Operating the road :

On account of horses	\$14,640 40
Harness and repairs, (labor and material, including material on hand,)	4,628 13
Repairs to cars, (labor and material, including material on hand,)	11,530 62
Horse shoeing, (labor and material, including material on hand,)	11,897 73
Hay and feed, (including amount on hand,)	64,891 74
Office expenses, stationery and depot expenses, (including watchmen and janitor, salaries, engineer and firemen, dispatchers and receivers, and ticket clerks,)	28,590 56
Insurance	2,300 00
Smith shop, (jobbing department,)	1,674 21
General expenses of stable, (including pay of hostlers and cost of medicine and straw, with the amount on hand,)	31,836 66
Conductors and drivers	87,320 89
Fuel, oil and gas, (including coal and oil on hand,)	3,936 45
Damage for injury of persons	380 00
Total	<u>263,627 39</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders	None.
From sale of bonds	None.
From other sources	<u>\$3,800 00</u>

RECEIPTS.

Months.	Passengers.	Rent.	Manure.	Other sources.	Total.
November, 1870.....	\$32,002 38	.....	.....	.....	.....
December, 1870.....	33,348 86	.....	.....	.....	.....
January, 1871.....	28,300 14	.....	.....	.....	.....
February, 1871.....	25,532 61	.....	.....	.....	.....
March, 1871.....	32,436 32	.....	.....	.....	.....
April, 1871.....	32,957 18	.....	.....	.....	.....
May, 1871.....	35,841 30	.....	.....	.....	.....
June, 1871.....	34,520 56	.....	.....	.....	.....
July, 1871.....	36,386 18	.....	.....	.....	.....
August, 1871.....	36,405 83	.....	.....	.....	.....
September, 1871.....	37,125 38	.....	.....	.....	.....
October, 1871.....	36,930 53	.....	.....	.....	.....
Total	401,787 27	\$1,085 00	\$3,571 00	\$9,352 43	\$415,795 70

Summary of payments :

For maintaining the road or real estate of the corporation, and operating the road.....	\$294,692 39
For interest	7,350 00
For dividends	40,562 50
For new passenger cars and horses.....	31,760 00
Ground rent.....	533 21
For miscellaneous.....	4,852 63
Donation to sufferers by fire at Chicago.....	1,000 00
For municipal taxes.....	4,531 10
For State taxes.....	4,098 49
For United States taxes	787 03
Total.....	<u>390,167 35</u>

Total amount of surplus fund, to the credit of the commissioners of the sinking fund.....	<u>\$15,582 53</u>
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ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	2
Others.....	1	0
Total.....	<u>1</u>	<u>2</u>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1871.

May 20. J. Richie, aged thirty-seven years, without giving notice to the driver to stop, jumped off the front platform of car No. 48, while it was in motion at Twenty-second and Market streets, and fell under the car and had his foot fractured.

June 3. J. Cavanagh, aged twenty-eight years, without giving notice to the driver to stop, jumped off the front platform of car No. 50, while it was in motion at Fifth and Market streets, to pick up a cane he had dropped, fell under the car and had an arm broken.

October 11. J. Rowan, aged fifty years, having in charge a large box, attempted to cross Market street, between Second and Third streets, in front of a dray passing along, to take passage on car 47. The shaft of the dray struck the box and threw him under the car; he was run over, from the effects of which he died at the Pennsylvania hospital.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John S. Morton.....	No. 1914 Arch street, Philadelphia.
John F. Gross.....	Sixty-sixth and Merion road, Philadelphia.
Samuel Baugh.....	No. 2025 Chestnut street, Philadelphia.
James G. Hardie.....	Thirty-second and Arch streets, Philadelphia.
Benjamin Griffith.....	1503 North Seventh street, Philadelphia.
William M. Wright.....	622 North Eighteenth street, Philadelphia.
James Rhoads.....	Seventy-second and Haverford sts., Philadelphia.
Samuel W. Cattell.....	267 North Forty-first street, Philadelphia.
William J. Swain.....	1426 North Broad street, Philadelphia.
John S. Morton, President.....	No. 1914 Arch street, Philadelphia.
Samuel P. Huhn Treasurer.....	No. 3245 Sansom st., Philadelphia.
B. F. Stokes, Secretary.....	No. 16 N. Fortieth st., Philadelphia.
M. English, General Superintendent.....	No. 36 N. Fortieth st., Philadelphia.

(No. 146.)

WILKESBARRE AND KINGSTON.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Luzerne County, } ss:

Personally appeared William J. Harvey, president, and A. J. Davis, treasurer, of the Wilkesbarre and Kingston Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. J. HARVEY, *President.*
 A. J. DAVIS, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of January, 1872. }

E. B. HARVEY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	100,000 00
Amount paid in as by last report	100,000 00
Total amount now paid in of capital stock	100,000 00
Funded debt, as per last report.....	None.
Floating debt as by last report.....	None.
Date and rate per cent. per annum of dividend or dividends: Cash, September 27, 1861.....	5 per cent.
Number of shares of stock issued	2,000
Par value of each share	\$50 00
Average market value during the year.....	25 00
Amount paid in on each share	50 00
Amount of capital on which the respective divi- dends were declared	100,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$81,088 51	\$81,088 51
Equipment.....	13,744 86	13,744 06
Total cost.....	<u>94,833 37</u>	<u>94,833 37</u>

CHARACTERISTICS OF ROAD.

Length of road laid	4½ miles.
Length of double track, including sidings	2,000 feet
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track.....	45 & 30 lbs.
Number of car houses, shops and stables	1
Number of depots	1
Number of first class passenger cars	4
Average value of each	\$1,000 00
Number of second class passenger cars.....	2
Average value of each	\$800 00
Number of passengers that may be seated in each car.....	30 and 16
Number of other cars	1 freight.
Number of horses owned by the company.....	14
Average value of each, including harness.....	\$125 00
Value of real estate held, exclusive of road way..	10,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage	3,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day	66
How many miles does each two horse team make daily	25
How is track laid and on what foundation? On stringers and cross-ties.	
Average time consumed by cars in passing over the road	<u>20 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Starting at depot of

Lackawanna and Bloomsburg railroad, at Kingston, through Willow street to public highway; thence by side of public highway to Wilkesbarre bridge, owning right of way; thence across bridge to Market street, and through Market street to public square; from thence out Market and Northampton streets to the depots of the Lehigh and Susquehanna and Lehigh Valley railroads; also, from the public square down Main street, through South Wilkesbarre, to the canal bridge and depots.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR.

January, 1871.....	23, 100	September, 1871.....	29, 744
February, 1871	21, 720	October, 1871.....	27, 960
March, 1871.....	20, 736	November, 1871.....	24, 000
April, 1871	22, 500	December, 1871	27, 222
May, 1871	24, 487		
June, 1871.....	26, 702	Total	304, 292
July, 1871.....	28, 444		
August, 1871.....	27, 675		

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$1,000 00
Repairs of buildings	120 00
Taxes on real estate	120 00

Operating the road:

On account of horses	500 00
Harness and repairs.....	250 00
Repairs to cars	500 00
Horse shoeing.....	400 00
Hay and feed	4,300 00
Office expenses, stationery and depot expenses....	500 00
Salaries	1,800 00
Insurance	117 00
Watchmen, switchmen, hostlers, pay-roll.....	1,200 00
Conductors and drivers.....	4,000 00
Fluid, fuel, oil and gas	125 00
Total.....	<u>14,932 00</u>

RECEIPTS.

Months.	From passengers.	Other sources.	Total.
January, 1871	\$1,768 00	.....	.....
February, 1871	1,596 00	.....	.....
March, 1871	1,485 00	.....	.....
April, 1871	1,681 00	.....	.....
May, 1871	1,863 00	.....	.....
June, 1871	2,034 00	.....	.....
July, 1871	2,111 00	.....	.....
August, 1871	2,092 00	.....	.....
September, 1871	2,262 00	.....	.....
October, 1871	2,106 00	.....	.....
November, 1871	1,852 00	.....	.....
December, 1871	2,125 00	.....	.....
Total.	22,976 00	\$634 00	\$23,600 00

Summary of payments :

For maintaining the road or real estate of the corporation, and operating the road.....	\$14,932 00
For interest.....	240 00
For dividends.....	5,000 00
For payments to loan account.....	3,015 00
For miscellaneous.....	131 00
For municipal taxes.....	115 00
For State taxes.....	167 00
Total.....	<u><u>23,600 00</u></u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
E. P. Darling.....	Wilkesbarre.
T. S. Hillard.....	Wilkesbarre.
W. S. Hillard.....	Wilkesbarre.
W. J. Harvey.....	Wilkesbarre.
H. H. Harvey.....	Wilkesbarre.
J. B. Smith.....	Kingston.
Stanly Woodward	Wilkesbarre.
John Espy.....	Wilkesbarre.
Wm. J. Harvey, President.....	Wilkesbarre.
A. J. Davis, Secretary and Treasurer.....	Wilkesbarre.

(No. 147.)

WILLIAMSPORT.

[For the financial year ending November 1, 1871.]

STATE OF PENNSYLVANIA, }
Lycoming County, } ss :

Personally appeared Peter Herdic, president, and H. Hinckley, treasurer, of the Williamsport Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) P. HERDIC, *President.*
H. HINCKLEY, *Treasurer.*

Sworn and subscribed before me, this }
1st day of January, 1872. }

THEO. HILL, *Prothonotary.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock subscribed	15,600 00
Amount paid in as by last report	15,600 00
Total amount now paid in of capital stock	15,600 00
Funded debt, as per last report	5,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, December 15, 1869,)	5,000 00
Floating debt as by last report	20,889 42
The amount now of floating debt	22,212 87
Total amount now of floating and funded debt	27,212 87
Number of shares of stock issued	624
Par value of each share	\$25 00
Amount paid in on each share	25 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$27,676 78	\$27,676 78
Equipment	<u>10,903 55</u>	<u>10,948 55</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	2 miles 794 ft.
Length of double track, including sidings	400 feet.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track.....	16 pounds.
Number of second class passenger cars, (one horse cars,).....	4
Average value of each.....	\$1,000
Number of passengers that may be seated in each car.....	16
Number of horses owned by the company.....	12
Average value of each, including harness.....	\$100 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage	2,830 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4
Number of trips each day	20
How many miles does each one horse team make daily	60
How is track laid, and on what foundation? On oak ribbons in Nicholson pavement.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Commencing on East Third street at Railroad street; thence up Third street to Pine street; thence up Pine street to Fourth street; thence up Fourth street to the intersection of the P. and E. railroad with Fourth street, with a branch at Herdic street, connecting with the depot of the P. and E. R. R. company.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR
THE YEAR.

No record,

The rate of fare for passengers charged :

Single fare.....	7 cents.
Tickets in packages of 20 sold for	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	<u>\$34 57</u>
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Operating the road :

Harness and repairs	\$19 29
Repairs to cars	47 78
Horse shoeing	317 03
Hay and feed	2,177 98
Office expenses, stationery and depot expenses...	66 90
Salaries	750 00
General expenses of stable.....	1,158 35
Conductors and drivers.....	2,886 26
Fluid, fuel, oil and gas.....	<u>120 59</u>

RECEIPTS FROM PASSENGERS.

November, 1870.....	\$747 27	June, 1871.....	\$1,141 80
December, 1870.....	706 99	July, 1871.....	1,180 75
January, 1871.....	478 51	August, 1871.....	1,418 16
February, 1871.....	353 16	September, 1871.....	1,049 44
March, 1871.....	671 27	October, 1871.....	812 59
April, 1871.....	847 05		
May, 1871.....	1,028 94	Total	<u>10,435 93</u>

Summary of payments :

For maintaining the road or real estate of the corporation, and operating the road.....	\$7,662 84
For interest.....	2,248 00
For State taxes.....	39 09
Total.....	<u>9,949 93</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
P. Herdic.....	Williamsport, Pa.
J. W. Maynard.....	Williamsport, Pa.
Mahlon Fisher.....	Williamsport, Pa.
H. J. Perkins.....	Williamsport, Pa.
H. E. Taylor.....	Williamsport, Pa.
P. Herdic.....	President.
H. Hinckley.....	Secretary and Treasurer.



CANAL REPORTS.



CANAL REPORTS.

(No. 148.)

DELAWARE DIVISION.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared J. W. Woolston, president, and E. G. Giles, treasurer, of the Delaware Division canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. W. WOOLSTON, *President.*
E. G. GILES, *Treasurer.*

Sworn and subscribed before me, this }
10th day of January, 1872. }

J. J. BUCHEY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,400,000 00
Amount of stock subscribed	1,633,350 00
Total amount paid in of capital stock.....	1,633,350 00
Total amount of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1878,).....	800,000 00
2d mortgage bonds	None.
3d mortgage bonds	None.
The amount of floating debt.....	None.
Total amount now of floating and funded debt.	\$800,000 00
Average rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.

Date and rate per cent. per annum of dividend or dividends: Cash, February 15 and August 15, each.....	4 per cent.
Number of shares of stock issued.....	32,667
Par value of each share	\$50 00
Average market value during the year.....	46 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	<u><u>1,633,350 00</u></u>

COST OF CANAL AND FIXTURES.

Total cost.....	<u><u>\$2,433,350 00</u></u>
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CHARACTERISTICS OF CANAL.

Length of main line of canal, from Easton, Pa., to Bristol, Pa.....	60 miles.
Length of main line of canal in Pennsylvania	60 “
Number of branch canals, with the length of each,	None.
Canals leased by the company	None.
Width of canal at top water line	44 feet.
Width of canal on bottom.....	26 “
Depth of water.....	6 “
Length and breadth of locks: 90 feet long ; some 11 and some 22 feet wide.	
Number of basins.....	4
Number of houses.....	24
Number of locks.....	32
Number of weigh-locks.....	1
Number of tunnels.....	None.
Number of bridges.....	88
Number of dams	2
Number of aqueducts.....	10
Number of miles of slack-water.....	None.
Number of boats owned by the company	None.
Number of boats owned and run by private parties:	
Estimated at about.....	1,000
Average tonnage of boats.....	95 tons.

Navigation opened : About the 25th of March, 1871.

Navigation closed : About the 1st of December, 1871.

Feet of lockage on main line of canal	165 $\frac{5}{10}$ feet.
Value of real estate held by the company, exclusive of canal : Estimated at.....	\$5,000 00
Are the locks of wood, cut stone or composite?	
Give the number of each kind	<u>Various.</u>

Maintaining and operating the canal, for dividends, interest, tax on capital stock and tonnage, United States tax and other payments : Paid by the Lehigh coal and navigation company.

Summary of expenses :

For dividends, \$130,668 00 ; for interest, \$48,000 00 ; for surplus funds, municipal taxes, State taxes, United States taxes and for other payments : All paid by the Lehigh coal and navigation company, as per terms of lease.

Total amount of surplus fund.....	<u>\$39,087 50</u>
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NOTE.—The Delaware Division canal having been leased to the Lehigh coal and navigation company for a term of years, at a stipulated rent per annum, we cannot give the tonnage, rate of tolls or the receipts and expenditures, these items being entirely under the control of said lessees.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. W. Woolston	Philadelphia.
J. B. Moorhead.....	Philadelphia.
J. G. Fell.....	Philadelphia.
J. V. Williamson.....	Philadelphia.
E. W. Clark.....	Philadelphia.
E. Roberts	Philadelphia.
A. E. Borie.....	Philadelphia.
H. Pratt M'Kean.	Philadelphia.
S. Fisher Corlies.....	Philadelphia.
J. W. Woolston, President.....	Philadelphia.
E. G. Giles, Secretary and Treasurer.....	Philadelphia.

(No. 149.)

DELAWARE AND HUDSON.

[For the financial year ending December 31, 1871.]

STATE OF NEW YORK, }
 New York County, } ss:

Personally appeared Geo. Talbot Olyphant, president *pro tem.*, and Charles P. Hartt, treasurer, of the Delaware and Hudson canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEO. TALBOT OLYPHANT, *Pres't pro tem.*
 CHARLES P. HARTT, *Treasurer.*

Sworn and subscribed before me, this }
 14th day of February, 1872. }

JOHN A. PATTISON,
Com. for the Commonwealth of Penn'a in N. Y.

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed	\$15,000,000 00
Total amount paid in of capital stock.....	15,000,000 00
Total amount of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1877)	\$1,500,000 00
1st mortgage bonds, (date of maturity, 1884,).....	3,500,000 00
1st mortgage bonds, (date of maturity, 1891,).....	3,500,000 00
	<hr/>
	8,500,000 00
(We have no second mortgage or other bonds.)	
The amount of floating debt.....	None.
Average rate per cent. per annum of interest on funded debt: 1st mortgage	7 per cent.

Date and rate per cent. per annum of dividend or dividends: Cash, February and August, each,	5 per cent.
Number of shares of stock issued	150,000
Par value of each share	\$100 00
Amount of capital on which the respective dividends were declared	<u>15,000,000 00</u>

COST OF CANAL AND FIXTURES.

Cost of canal and fixtures	\$6,317,653 10
The above does not include cost of canal boats, which have heretofore been included. If that is correct, there should be added to above amount,	846,767 04
	<u>7,164,420 14</u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Honesdale, Pa., to Eddyville, N. Y.	108 miles.
Length of main line of canal in Pennsylvania	25 "
Number of branch canals	None.
Canals leased by the company	None.
Width of canal at top water line, about	48 feet.
Width of canal on bottom, minimum	30 "
Depth of water	6 "
Length and breadth of locks: 100 feet long between gates, 15 feet wide; 6 ascending, 15½ feet wide.	
Number of basins, about	½ of canal.
Number of houses	120
Number of locks: 106 lift and 3 guard locks.	
Number of weigh-locks	2
Number of tunnels	None.
Number of bridges: 18 lock crossings and 140 farm and road bridges.	
Number of dams: 20 reservoir and 13 feeder dams.	
Number of aqueducts: 18 wood trunk and 4 wire suspension aqueducts.	
Number of miles of slack-water, about	3 miles.

Number of boats owned by the company, about...	950
Number of boats owned and run by private parties and Pennsylvania coal company, about	131
Average tonnage of boats, about.....	125 tons.
Navigation opened: New York section, April 4; Pennsylvania section, April 12.	
Navigation closed	December 31.
Feet of lockage on main line of canal: About 1,028 feet, excluding 58 feet ascending to summit.	
Are the locks of wood, cut stone or composite....	Both.
Give the number of each kind: 12 cut stone, 94 composite lift, 1 stone, 2 composite guard, and 2 stone weigh-locks.	

The amount of freight, specifying the quantity in tons of 2,000 lbs.:

Lumber	77,125	Lime and limestone	2,600
Anthracite coal.....	1,131,709	Agricultural products.....	5,045
Bituminous coal.....	2,155	Manufactures and merchandise,	28,249
Flagging stone.....	53,246	Cement and cement stone.....	121,092
Pig iron, railroad iron, other iron or castings, and iron and other ores.....	6,637	Other articles.....	897
		Total.....	1,428,755

The rate of toll charged for the respective classes per mile, as follows:

	Per mile.	60 miles.	108 miles.
For lumber, per 1,000 feet board mea- sure, (hemlock,) or 1st class.....	1 $\frac{3}{4}$ cts.	\$0 60	\$1 20
For lumber, per 1,000 feet board mea- sure, (pine and other lumber,) 2d class,	2 “	1 20	1 25
Shingles, per 1,000, 3d class.....	$\frac{3}{4}$ “	35	50
Anthracite coal, per ton, (except by special contract,) 4th class	$\frac{1}{2}$ “		
Bituminous coal, per ton, 5th class...	1 “	50	60

EXPENSES.

Maintaining the canal or real estate of the corpo- ration	\$168,702 98
Operating the canal.....	111,908 55
Total.	280,611 53

RECEIPTS.

From tolls on coal	\$17,089 72
Lumber, iron, miscellaneous freight, lockages, boat toll, rents and other sources	94,271 66
Total.....	<u>111,361 38</u>

Summary of expenses :

Maintaining the canal or real estate of the corpo- ration, and operating the canal.....	\$280,611 53
For dividends.....	1,500,000 00
Municipal and State taxes, (partly estimated,)....	104,906 54
United States taxes	<u>49,681 74</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles N. Talbot.....	New York city.
Ed. J. Woolsey	Astoria, L. I.
G. T. Olyphant	New York city.
A. A. Low.....	New York city.
R. L. Kennedy	New York city.
James M. Halsted.....	New York city.
L. G. B. Cannon.....	New York city.
James R. Taylor.....	New York city.
Thomas Dickson.....	Scranton, Pa.
John J. Astor	New York city.
Thomas Cornell.....	Rondout, N. Y.
W. J. Hoppin.....	New York city.
J. N. Seymour.....	New York city.
Thomas Dickson, President	Scranton, Pa.
Daniel Wilson, Secretary.....	New York city.
Charles P. Hartt, Treasurer.....	New York city.
A. M. Atkinson, Superintendent	Honesdale, Pa.
Coe F. Young, General Superintendent.	Honesdale, Pa.

(No. 150.)

ERIE.

ERIE, November 13, 1871.

HON. JOHN F. HARTRANFT, *Auditor General,*
Harrisburg, Pa.:

DEAR SIR :—I have received from your office the usual blanks for filling out the report of the Erie canal company, for the year ending October 31, 1871.

That company has ceased to exist as a separate corporation, it having been sold by the sheriff of Erie county on the 29th of November, 1870, on writs of *fi. fa.* issued out of the court of common pleas of Erie county, under authority of the act providing for the sale of corporations on *fi. fa.*, approved April 7, 1870, and was bid in for, and transferred to the Pennsylvania company, of which it has become a portion, and under the authority of whose franchises it has been operated the present season.

Having been merged in the Pennsylvania company that corporation will probably make all necessary reports of its business.

Respectfully yours,

DAVID M'ALLASTER,

Late Treasurer Erie canal Co.

(No. 151.)

JUNCTION.

[For the financial year ending December 1, 1871.]

STATE OF NEW YORK, }
Chemung County, } ss:

Personally appeared Stephen T. Arnot, treasurer of the Junction canal company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) STEPHEN T. ARNOT, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of December, 1871. }

F. M. BLOSSOM, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$400,000 00
Amount of stock subscribed.....	400,000 00
Total amount paid in of capital stock.....	399,000 00
Total amount of funded debt.....	None.
The amount of floating debt.....	None.
Total amount now of floating and funded debt....	None.
Number of shares of stock issued.....	3,990
Par value of each share.....	\$100 00
<hr/>	
Cost of canal and fixtures.....	\$400,000 00
<hr/>	

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Elmira to State line.....	18 miles.
Length of main line of canal in Pennsylvania....	2½ to 3 "
Number of branch canals.....	None.
Canals leased by the company.....	None.
Width of canal at top water line.....	42 feet.
Width of canal on bottom.....	26 "

Depth of water	4 feet.
Length and breadth of locks: 90 feet long, 17 wide.	
Number of basins	3
Number of houses	11
Number of locks	11
Number of weigh-locks	None.
Number of tunnels	None.
Number of bridges	40
Number of dams	3
Number of aqueducts	2
Number of miles of slack-water.....	7
Number of boats owned by the company	2 repair boats.
Average tonnage of boats	85 tons.
Navigation opened.....	Aug. 6, 1871.
Navigation closed	Nov. 25, 1871.
Feet of lockage on main line of canal	48
Value of real estate held by the company, exclusive of canal.....	None.
Are the locks of wood, cut stone or composite	Wood.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal: 3,045^{1.0.0} and 176,000 feet of lumber.

The amount of freight, specifying the quantity in tons of 2,000 lbs.:

Lumber	176,000 feet.
Anthracite coal.....	511 ^{1.0.0} tons.
Other iron or castings.....	38 “
Lime and limestone.....	1,302 “
Agricultural products.....	105 “
Other articles	1,089 “

The rate of toll charged for the respective classes per mile, as follows:

For lumber, per 1,000 feet board measure, (hemlock,) or for 1st class.....	1½ cents.
For lumber, per 1,000 feet board measure, (pine and other lumber,) or 2d class.....	1¼ “

Shingles, per 1,000, or 3d class	$\frac{1}{2}$ cents.
Anthracite coal, per ton, or 4th class	5 mills.

RECEIPTS.

From tolls on coal	\$45 99
From tolls on miscellaneous freight	2,268 35
Total	2,314 34

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jno. Arnot.	Elmira, N. Y.
Jno Arnot, Jr.	Elmira, N. Y.
J. Hilles Hollenback	Wilkesbarre.
Chas. F. Hilles.	Athens.
R. Wutmes	Elmira, N. Y.
Jno. Arnot, President	Elmira, N. Y.
S. T. Arnot, Secretary and Treasurer	Elmira, N. Y.
David Shearer, Superintendent	Lowman.

(No. 152.)

LEHIGH COAL AND NAVIGATION.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared E. W. Clark, president, and S. Shepherd, treasurer, of the Lehigh coal and navigation company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) E. W. CLARK, *President.*
 S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of February, 1872. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	Not limited.
Amount of stock subscribed.....	\$8,739,850 00
Total amount paid in of capital stock.....	8,739,850 00
Total amount of funded debt, (classified and date of maturity,) as follows:	
Mortgage bonds, (date of maturity, 1884,).....	\$5,566,276 70
Mortgage bonds, (date of maturity, 1897,).....	2,000,000 00
Gold mortgage bonds, (date of maturity, 1897,).....	4,944,500 00
Bonds, (date of maturity, 1894,)..	922,000 00
Bonds, (date of maturity, 1911,)..	100,000 00
Convertible bonds, (date of maturity, 1877,)	1,496,879 18
Nanticoke railroad bonds, (date of maturity, 1881,).....	9,000 00
	<hr/> 15,038,655 88

Average rate per cent. per annum of interest on funded debt	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued.....	174,797
Par value of each share.....	\$50 00
Average market value during the year.....	36 00
Amount paid in on each share	50 00
	<hr/> <hr/>
Cost of canal and fixtures	\$4,455,000 00
	<hr/> <hr/>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Easton to Coal Port.....	48 miles.
Length of main line of canal in Pennsylvania.....	48 “
Number of branch canals, with the length of each,	None.
Canals leased by the company: Delaware Division canal.	
Width of canal at top water line	60 to 100 feet.
Width of canal on bottom: 45 feet and upwards.	
Depth of water.....	6 feet.
Length and breadth of locks: 102 feet long, 22 feet wide.	
Number of basins.....	5
Number of houses.....	46
Number of locks.....	53
Number of weigh-locks	1
Number of tunnels	None.
Number of bridges	14
Number of dams.....	9
Number of aqueducts	3
Number of miles of slack-water: 36 miles canals, and 12 miles pools.	
Number of boats owned by the company.....	429
Number of boats owned and run by private parties,	769
Average tonnage of boats	65 to 96 tons.
Navigation opened	Mar. 20, 1871.

Navigation closed	Dec. 1, 1871.
Feet of lockage on main line of canal.....	375
Are the locks of wood, cut stone or composite?	
Mostly of stone lined with wood.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal.....	750,037 $\frac{1538}{2000}$
Gross amount of tonnage for the year, including branches and leased canals.....	982,188 $\frac{153}{2000}$

The amount of freight, specifying the quantity in tons of 2,000 lbs.:

Lumber	2,021	Lime and limestone.....	88,797
Anthracite coal.	830,462	Agricultural products.....	11,536
Bituminous coal.....	2,504	Manufactures and merchandise,	734
Pig iron	21,776	Other articles.....	20,923
Other iron or castings	128		
Iron and other ores.....	51,739	Total	1,030,620

The rate of toll charged for the respective classes per mile, as follows :

For lumber, per 1,000 feet, board measure, (hem- lock,) or for 1st class.....	1 cent.
For lumber, per 1,000 feet, board measure, (pine and other lumber,) 2d class.....	1 $\frac{1}{4}$ "
Shingles, per 1,000, 3d class	4 mills.
Anthracite coal, per ton, 4th class.....	1 $\frac{1}{12}$ to 1 $\frac{1}{4}$ cts.
Bituminous coal, per ton, 5th class	8 mills.

EXPENSES.

*Maintaining the canals or real estate of the corporation, including
Delaware Division canal :*

Aqueducts	\$5,187 91
Boats and flats.....	2,284 60
Bridges.....	5,058 46
Canal bed and banks.....	65,493 21
Dams	3,065 44
Horses and horse keep.	2,462 23

Houses and repair shops.....	\$401 20
Incidentals	1,545 02
Locks	36,872 28
Slope and vertical walls.....	798 68
Steamboats and dredge boats.....	6,089 50
Superintendence and engineering	1,610 65
Tools and tool repairs.....	763 52
Waste weirs and sluices.....	1,506 04
Wharfing.....	7,459 19

Operating the canal :

Collectors and weigh-masters.....	\$12,053 62
Incidentals	8 00
Labor	26,337 17
Lock-keepers.....	29,686 12
Office expenses, rents and furniture.....	637 61
Stationery and printing	1,153 27
Superintendence	9,933 39
Total.....	220,407 11

RECEIPTS.

From tolls on coal	\$522,221 69
From miscellaneous freight.....	56,240 43
Total	578,462 12

Summary of expenses :

Maintaining the canals or real estate of the corporation, and operating the canal.....	\$220,407 11
For dividends and interest on Delaware Division canal.....	192,051 86
For interest.....	989,449 92
Municipal taxes	35,264 96
State taxes.....	87,165 75
United States taxes.....	11,594 76
For other payments	106,520 68
Total	1,642,455 04

Payments on account of construction :

None for the canals during 1871.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
F. R. Cope.....	Philadelphia.
F. C. Yarnall.....	Philadelphia.
F. Hazard.....	Mauch Chunk.
Charles Parrish.....	Wilkesbarre.
George F. Tyler.....	Philadelphia.
P. C. Garrett.....	Philadelphia.
Charles Wheeler.....	Philadelphia.
George Whitney.....	Philadelphia.
Alexander Biddle.....	Philadelphia.
John Leisenring.....	Mauch Chunk.
Samuel Thomas.....	Hokendauqua.
E. W. Clark, President.....	Philadelphia.
F. Mitchell, Secretary.....	Philadelphia.
S. Shepherd, Treasurer.....	Philadelphia.
John Brown, Superintendent.....	Easton.

(No. 153.)

MONONGAHELA NAVIGATION.

[For the financial year ending January 1, 1872.]

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared J. K. Moorhead, president, and William Bakewell, treasurer, of the Monongahela navigation company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. K. MOORHEAD, *President.*

W. BAKEWELL, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of January, 1872. }

A. S. NICHOLSON, *Alderman and J. P.*

STOCK AND DEBT.

The total capital stock is 20,076 shares of \$50 each,
 amounting to..... \$1,003,800 00

There is none unpaid.

Total amount of funded debt, (classified and date of
 maturity,) as follows:

103 1st mortgage bonds, (date of ma- turity, July 1, 1887,) \$1,000 each,	\$103,000 00	
14 bonds, (date of maturity, July 1, 1875,) \$500 each.....	7,000 00	
3d mortgage bonds	None.	
		110,000 00

The amount of floating debt, \$8,178 $\frac{97}{100}$, not bear-
 ing interest.

Total amount now of floating and funded debt 118,178 $\frac{97}{100}$

Average rate per cent. per annum of interest on
 funded debt: 1st mortgage, 6 per cent.; other
 bonds, 6 per cent.

Date and rate per cent. per annum of dividend or
 dividends: Stock, none; cash, 9 per cent.—Jan.,
 1871, 4 per cent.; July, 1871, 5 per cent.

Number of shares of stock issued.....	20,076
Par value of each share	\$50 00
Average market value during the year, from.....	52 to par.
Amount paid in on each share: There is nothing due on stock.	
Amount of capital on which the respective dividends were declared: January, 1871, \$1,003,500; July, 1,003,800.	

COST OF CANAL AND FIXTURES.

Construction account Jan. 1, 1871, amounted to...	\$1,115,452 00
Expended during the year 1871, in construction...	17,000 00
Amount January 1, 1872.....	1,132,452 00

CHARACTERISTICS OF CANAL.

Length of slack-water from Pittsburg to New Geneva, (according to the stage of water,)	83 to 85 miles.
Length in Pennsylvania, (all in Pennsylvania,)....	83 to 85 "
Number of branch canals.....	None.
Canals leased by the company	None.
Width of canal at top water line, and on bottom:	
No canal: The improvement being slack-water of the Monongahela river by means of dams.	
Depth of water: At low water, there is four feet of water on mitre sills of locks; depth of water varies.	
Length and breadth of locks: 6 locks, 190 feet by 50; 2 locks, 250 feet by 56, in chambers.	
Number of pools, six: No. 1, 10 miles; No. 2, 14 miles; No. 3, 15 miles; No. 4, 18 miles; No. 5, 10 miles; No. 6, 16 miles.	
Number of houses: One lock-house at each dam..	6
Number of locks.....	8
Number of weigh-locks.....	None.
Number of tunnels	None.
Number of bridges.....	None.

Number of dams.....	6
Number of aqueducts.....	None.
Number of miles of slack-water.....	83
Number of boats owned by the company: One repair boat; three flats.	
Number of boats owned and run by private parties: don't know; the navigation is public.	
Average tonnage of boats: We do not own or run any boats for transportation; the craft navigating the river are steamboats, barges, flats and other descriptions of boats usually found on the western rivers.	
Navigation opened.....	Jan. 10, 1871.
Navigation closed by ice ...	Dec 13, 1871.
Feet of lockage on main line.....	49 feet.
Value of real estate held by the company, exclusive of locks and dams, about	\$20,500 00
Are the locks of wood, cut stone or composite?...	All cut stone.
Give the number of each kind: Eight similarly constructed.	

DOINGS OF THE YEAR IN TRANSPORTATION.

The tonnage passing over the improvement on which toll has been charged, is number of tons of 2,000 lbs. of through freight for the year on main line, 1,901,473 $\frac{6}{10}$ tons, besides other articles on which toll is charged otherwise than by weight, and the weight of which we have no means of ascertaining, all of which is included in the next clause of statement.

The amount of freight, specifying the quantity in tons of 2,000 lbs. :

Lumber and beards.....	7,928,993 feet.	Posts	50,100
Anthracite coal.....	None.	Staves....	66,300
Bituminous coal.....	1,847,609.4 tons.	Whiskey	10,464 bbls.
Pig iron	939 tons.	Fire clay.....	2,641 tons.
Iron and other ores.....	23,745 "	Sand.....	511,300 bu.
Live stock, sheep.....	5,334 head.	Oil	670 bbls.
Other articles	26,533 tons.	Stone.....	8,023 perches.
Brick.....	2,720,900	Cord wood.....	1,235 cords.

The rate of toll charged for the respective classes per mile, as follows :

For lumber, 1,000 feet board measure, (hemlock,) lowest price 8 cts. per M feet for 10 miles ; (pine and other lumber) highest 81 cts. per M feet for 85 miles ; shingles, per 1,000, 3 to 10 cts. for distances from 10 to 56 miles, 3d class.

Bituminous coal, per ton, $8\frac{7}{36}$ cts. for 56 miles, 5th class.

Do.....do.... $7\frac{23}{36}$...do...40...do....do.

Do.....do.... $5\frac{5}{9}$...do...25...do....do.

Do.....do.... $2\frac{7}{9}$...do...10...do....do.

Coal is charged freight by the pool and not by the mile ; and by the bushel and not by weight. Hence the above figures are only approximately correct—(76 lbs. are 1 bushel.)

Coal run from pool No. 1.... 6,966,200 bush., or $264,715\frac{6}{10}$ tons.

Do.....do...2....27,348,700...do.... $1,039,250\frac{6}{10}$ “

Do.....do...3.... 8,300,400...do.... $315,415\frac{2}{10}$ “

Do.....do...4.... 6,006,000...do.... 228,228 “

Total.....48,621,300...do....1,847,609.4 “

EXPENSES.

The expenses, during the year, amounted to \$29,634 02, which includes salaries of officers \$5,000 ; also, salaries of lock tenders and their assistants, of inspector of cargoes and superintendent of repairs, with stationery, printing and other necessary items of expense in operating the improvement.

The cost of maintaining the improvement, including repairs to locks and dams, amounts, during the year, to \$32,996 55.

The company pays no municipal taxes, keeps no horses and owns no boats, excepting one repair boat and three flat boats, which are used in making repairs.

The company does no transportation—owns no ferries.

On the books of the company, the different items composing the expense and repair account, are not kept separate.

RECEIPTS.

From tolls on coal, as lockage.....	\$100,338 64
passengers	11,672 82
iron, (in next item.)	
miscellaneous freight.....	62,239 13
	<hr/>
lockages, total toll.....	174,250 59
other sources, &c	869 11
	<hr/>
Total.....	<u><u>175,119 70</u></u>

Toll is charged as lockage, and not by the distance, but so much for each pool.

Summary of expenses :

Maintaining the canal or real estate of the corporation, and operating the improvement.....	\$62,630 57
For dividends.....	90,330 00
For interest.....	6,600 00
Municipal taxes.....	None paid.
State taxes.....	13,962 00
United States taxes.....	2,180 25
For other payments, (exclusive of \$17,000, paid on construction account,).....	174 59
Total amount of surplus fund.....	<u><u>None.</u></u>

PAYMENTS ON ACCOUNT OF CONSTRUCTION.

Building cribs at dam No. 1.....	\$6,850 00
Raising dam No. 4.....	7,200 00
Dredging for deepening channel.....	1,950 00
Pump and machinery for pumping locks.....	1,000 00
	<hr/>
	<u><u>17,000 00</u></u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Benj. Bakewell, Jr.....	Pittsburg, Pa.
Felix R. Brunot.....	Pittsburg, Pa.
John Harper.....	Pittsburg, Pa.
William K. Hart.....	Pittsburg, Pa.
N. B. Hogg.....	Pittsburg, Pa.
M. K. Moorhead	Pittsburg, Pa.
Wm. Morrison	Pittsburg, Pa.
James Veech	Pittsburg, Pa.
Daniel Wallace	Pittsburg, Pa.
M. Whitmore.....	Pittsburg, Pa.
James K. Moorhead, President	Pittsburg, Pa.
William Bakewell, Secretary and Treasurer,	Pittsburg, Pa.
Elisha Pancoast, Superintendent of Repairs, Elizabeth, Allegheny co.,	Pa.
B. L. Wood, Jr., Inspector of Cargoes..	Pittsburg, Pa.

(No. 154.)

MUNCY.

STATE OF PENNSYLVANIA, }
 Lycoming County, } ss:

Personally appeared Joseph E. Riebsam, president, and Ed. Cooke, treasurer, of the Muncy canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOS. E. RIEBSAM, *Pres't pro tem.*
 ED. COOKE, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of January, 1872. }

S. SCHUYLER, J. P.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,625 00
Amount of stock subscribed.....	2,625 00
Total amount paid in of capital stock.....	2,625 00
The amount of floating debt.....	50 45
Number of shares of stock issued.....	105
Par value of each share.....	\$25 00
Amount paid in on each share.....	25 00
Cost of canal and fixtures.....	<u>\$6,795 46</u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from West Branch to Muncy basin.....	$\frac{3}{4}$ mile.
Length of main line of canal in Pennsylvania....	$\frac{3}{4}$ "
Width of canal at top water line.....	40 feet.
Width of canal on bottom.....	25 "
Depth of water.....	4 "
Number of basins.....	1
Number of bridges, (one railroad bridge,).....	2
Number of miles of slack-water.....	$\frac{3}{4}$
Number of boats owned and run by private parties,	<u>5 or 6</u>

The amount of freight, specifying the quantity in tons of 2,000 lbs. :

Lumber.....	1,873,791 feet.
Anthracite coal.....	3,396 tons.
Shingles.....	210,460
Shingle lath.....	189,189
Railroad iron.....	325 tons.
Other iron or castings.....	19 $\frac{1137}{2000}$ "
Plaster.....	453 "
Manufactures and merchandise.....	9,955 pounds.
Salt.....	14 $\frac{720}{2000}$ tons.
Logs.....	413,278

The rate of toll charged for the respective classes per mile, as follows :

For lumber, per 1,000 feet board measure, (hemlock, or for 1st class	7 mills.
For lumber, per 1,000 feet board measure, (pine and other lumber,) 2d class	7 "
Shingles, per 1,000, 3d class	6 "
Anthracite coal, per ton, 4th class.....	3

EXPENSES.

Maintaining the canal or real estate of the corpo- ration	\$267 02
Operating the canal.....	17 87

RECEIPTS.

Total.....	\$223 44
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Summary of expenses :

Maintaining the canal or real estate of the corpo- ration, and operating the canal.....	\$284 89
For dividends	None.
For interest	None.
For surplus funds.....	None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Joshua Bowman.....	Muncy.
Jacob Cooke.....	Muncy.
Benjamin Pott.....	Muncy.
Isaac Bruner.....	Muncy.
Joseph E. Riebsam.....	Muncy.
John M. Bowman.....	Muncy.
Joseph Riebsam.....	President <i>pro tem</i> .
Joshua Bowman.....	Secretary.
Ed. Cooke.....	Treasurer.
Ed. Cooke	Superintendent.

(No. 155.)

PENNSYLVANIA.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Isaac J. Wistar, president, and Alfred Mordecai, treasurer, of the Pennsylvania canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) I. J. WISTAR, *President.*
 A. MORDECAI, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of January, 1872. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$5,000,000 00
Amount of stock subscribed	4,457,150 00
Total amount paid in of capital stock.....	4,457,150 00
Total amount of funded debt	2,805,000 00
The amount of floating debt.....	469,600 00
Total amount now of floating and funded debt ...	3,274,600 00
Average rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued.....	89,143
Par value of each share	\$50 00
Amount paid in on each share	50 00

COST OF CANAL AND FIXTURES.

Cannot say.

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Columbia to Wilkesbarre, 151 miles; from Junction to Hollidaysburg, 127 miles; from Northumberland to Farrandsville, 71 miles; including slack-water, aggregate length, 11 miles.....	360 miles.
Length of main line of canal in Pennsylvania....	360 "
Canals leased by the company, viz: One, West Branch and Susquehanna canal; length on main line	112 "
Width of canal at top water line: Eastern division, 50 to 60 feet; Juniata and Wyoming divisions, 40 to 60 feet.	
Width of canal on bottom: Eastern division, 34 feet; Juniata division, 24 to 30 feet; Wyoming division, 34 feet.	
Depth of water: Eastern and Wyoming divisions, 6 feet; Juniata division, 4 feet.	
Length and breadth of locks: 11 locks, 17 by 180; 43 locks, 17 by 90 feet; 66 locks, 15 by 90 feet.	
Number of basins: 24 basins and 40 landings.	
Number of lock-houses, 116; store-houses, 6; other houses, 29; total	151
Number of locks: Lift, 138; stop, 13; guard, 18; weigh, 6; total.....	175
Number of waste-ways.....	81
Number of gates in waste-ways.....	174
Number of over-flows.....	58
Number of lineal feet of over-flows	5,835
Number of bridges	535
Number of culverts.....	144
Number of dams	29
Number of aqueducts.....	68
Number of lineal feet of aqueduct superstructure,	7,370
Number of miles of slack-water.....	24
Number of gates and wickets in aqueducts.....	260
Number of boats owned by the company: Dredge and steam, 7; repair flats, 96; barges, 37; total,	144

Number of boats owned and run by private parties, about	1,000
Average tonnage of boats	110 tons.
Navigation opened, fully	April 10.
Navigation closed	December 1.
Feet of lockage on main line of canal: Columbia to Wilkesbarre, 312.4 feet; Junction to Hollidaysburg, 582 feet; Northumberland to Far-randsville, 115 feet; total	1,009.04 feet.
Value of real estate held by the company, exclusive of canal	\$5,500 00
Are the locks of wood, cut stone or composite? Wood, cut stone and composite.	
Give the number of each kind: Cut stone, 51; composite, 87; wood, 25; cut stone and composite combined, 12.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal, and gross amount of tonnage for the year, including branch and leased canals	1,029,286.76
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The amount of freight, specifying the quantity in tons of 2,000 lbs.:

Lumber	338,487.10
Anthracite coal	535,274.88
Bituminous coal, class No. 1	10,834.88
Pig iron, railroad iron, other iron or castings, iron and other ores, lime and limestone, agricultural products, manufactures, merchandise, live stock and other articles, classes Nos. 2 to 6	144,689.90
Total	1,029,286.76

RATE OF TOLL—CONTINUED.

CLASSES OF MERCHANDISE FOR 1871.																			DISTANCES IN MILES.																	
All rates are per ton of 2,000 pounds, except coal, which is per ton of 2,240 pounds.																																				
<div>1st Class.—Agricultural implements, butter, dry goods, drugs, eggs, feathers, furniture, hardware, leather, liquors, machinery, oils, paper, wool, and all other articles not enumerated</div> <div>2d Class.—Bark, ground and rosted, bar iron, castings, and other iron, except that in 3d class, crude chemicals, earthen and queensware, groceries, ground flint, guano, hides, marble, (manufactured,) provisions, phosphates, rags, seeds, slate, sunac, tobacco, trenails, window glass.....</div> <div>3d Class.—Ashes, pot, pearl and soda, bark, (unground,) bones, and bone dust, burr blocks, cement, clay cylinders, corn, car wheels and axles, charcoal, copper ore, cotton, flour, fork and shovel handles, fruit and vegetables, fire clay and bricks, fish, grindstones, hay and straw, horns, iron, (pig, bloom, scrap, anconies and railroad,) meal, millstones, mill feed, nails and spikes, oats, pitch, rosin, rye, tar, soapstone, salt, railroad ties, wheat, 4th Class.—Ashes, leached, bricks, cinders, clay, cord-wood, earth, hoop-poles, ice, iron ore, lime, kelp, manure, plaster, post and rails, (split,) sand, stone, (wrought and unwrought,) Gunpowder</div> <div>Mineral coal, per ton of 2,240 pounds, but where otherwise specified in special toll sheet the latter governs.....</div> <div>Sawed lumber and timber of all kinds, in boats, including lath, shingles, staves, headings, &c., per ton. Where otherwise specified in special toll sheet the latter governs.....</div> <div>Saw logs, 16 feet long, or less, for each log.....</div> <div>All other logs and timber, round or hewed, in rafts, per 1,000 feet B. M.</div>																																				
85 to 90	90 to 95	95 to 100	100 to 105	105 to 110	110 to 115	115 to 120	120 to 125	125 to 130	130 to 135	135 to 140	140 to 145	145 to 150	150 to 155	155 to 160	160 to 165	165 to 170	Over 170	Cts.																		
109	112	115	118	121	124	126	128	130	132	134	136	138	140	142	144	146	148	Cts.																		
78	80	82	84	86	88	90	92	94	96	98	99	100	101	102	103	104	105	Cts.																		
51	53	55	57	58	60	62	64	66	68	70	72	74	76	78	79	80	81	Cts.																		
34	36	38	40	42	44	46	47	48	49	50	51	52	53	54	55	56	57	Cts.																		
200	205	210	215	220	225	230	235	240	245	250	255	260	265	270	275	280	285	Cts.																		
57	60	62	64	66	68	70	72	74	76	77	79	81	83	84	85	85	85	Cts.																		
65	68	71	74	78	82	85	88	92	95	98	101	104	107	109	110	111	112	Cts.																		
84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	100	Cts.																		

EXPENSES.

Maintaining the canal or real estate of the corporation :

Aqueducts	\$23,887 89	
Boats and flats	9,305 03	
Bridges.....	27,007 19	
Canal bed and banks.....	226,881 71	
Clerks	4,376 84	
Culverts	2,703 00	
Dams	43,408 10	
Ferries	242 00	
Horses and horse keep	2,425 03	
Houses and repair shops	5,975 63	
Incidentals	2,434 92	
Locks	81,502 30	
Office expenses, rents, furniture	728 94	
Slope and vertical walls.....	31,745 09	
Stationery and printing	804 62	
Steamboats and dredge boats	4,893 43	
Superintendence and engineering ..	16,563 79	
Real estate.....	4,610 32	
Tools and tool repairs.....	11,559 33	
Waste weirs and sluices	6,634 95	
Watchmen	3,335 52	
Wharfing	213 13	
	<hr/>	\$511,238 76

Operating the canal :

Collectors and weigh-masters	7,252 20	
Clerks	4,572 00	
Drawbacks and overcharges	13,243 40	
Ferries, (labor at,)	3,082 30	
Incidentals.....	1,761 40	
Lock-keepers	17,205 58	
Office expenses, rents and furniture,	498 75	
Stationery and printing	1,115 10	
Tonnage and revenue tax	24,745 91	
Superintendence	6,996 02	
	<hr/>	80,472 66
Total.....		<hr/> <hr/> 591,711 42

RECEIPTS.

Aggregate tolls, amount kept in gross, subject to drawbacks not yet calculated	\$622,742 71
Other sources, rents, &c.	26,855 01
Total	<u>649,597 72</u>

Summary of expenses :

Maintaining the canal or real estate of the corporation, and operating the canal.....	\$566,965 51
Taxes—State	24,745 91
Total	<u>591,711 42</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson	Philadelphia.
Thomas A. Scott	Philadelphia.
H. J. Lombaert.	Philadelphia.
G. B. Roberts.....	Philadelphia.
Samuel T. Bodine	Philadelphia.
Josiah Bacon	Philadelphia.
Joseph H. Dulles.....	Philadelphia.
William Anspach	Philadelphia.
Wistar Morris.....	Philadelphia.
Washington Butcher	Philadelphia.
Jos. B. Myers.	Philadelphia.
Charles Parrish.	Wilkesbarre.
Isaac J. Wistar, President.....	Philadelphia.
A. Mordecai, Secretary and Treasurer.....	Philadelphia.
Thos. T. Wierman, Chief Engineer..	Harrisburg.

(No. 156.)

SCHUYLKILL NAVIGATION.

[For the financial year ending December 31, 1871.]

CITY OF PHILADELPHIA, SS:

Personally appeared before me, the subscriber, a notary public in and for said city, Frederick Fraley, president of the Schuylkill navigation company, who being duly sworn according to law, saith that the statements in the annexed report are true, to the best of his knowledge and belief.

F. FRALEY.

Sworn and subscribed before me, }
January 19, 1872. }

J. MORRIS HARDING, *Notary Public*.

STOCKS AND DEBTS.

The capital stock authorized by law is..... Unlimited.

The total amount of capital stock subscribed is:

Common stock	\$1,645,048 00
Preferred stock.....	2,808,000 00
Loans, 1872 and 1897, 6 per cent	1,748,956 87
Loans, 1882, 6 per cent.....	4,016,670 12
Loan, 1876, 6 per cent.....	85,222 00
Improvement bonds, 1870, 6 per cent	302,500 00
Boat and car loan, 1863, 6 per cent	756,650 00
Boat and car loan, 1864, 7 per cent.....	628,100 00
Improvement bonds, 1856, 6 per cent.....	600 00
Coupon bonds of 1895, 6 per cent.....	1,079,000 00
Floating debt, being temporary loans.....	86,694 47
Total amount of stock.....	4,453,048 00
Total amount of funded and floating debt.....	8,703,793 46
Average rate of interest, about.....	6 $\frac{1}{8}$ per cent.

Dividend declared July 1, 1871:

On common stock, 35 cents per share.....	$\frac{7}{10}$ of 1 p. ct.
On preferred stock, 70 cents per share.....	1 $\frac{4}{10}$ per cent.

(All payable in cash.)

Shares of common stock issued	32,900
Shares of preferred stock issued	56,160
Par value of each share	\$50 00
Average market value during the year:	
Common stock, per share	8 00
Preferred stock, per share	16 00
Amount paid in on each share	50 00
Amount of capital on which the dividends were declared :	
Common stock, 33,988 shares	\$1,699,400 00
Preferred stock, 55,616 shares	<u>2,780,800 00</u>

NOTE.—The difference between the amounts on which the dividends were declared and the present amount of the stocks is caused by the conversion of common stock into preferred stock, under a resolution of the company passed in February, 1871, two shares of common stock being given for one share of preferred stock.

The total cost of the canal, fixtures, &c., as charged therefor on the books of the company, is \$13,207,752 17.

The canal, property and fixtures of all kinds of the company were leased July 12, 1870, to the Philadelphia and Reading railroad company, for the term of 999 years, and the only income of the company now consists of the rent payable by them. The detailed return of the present size and description of the works, and of the tonnage and business of the year, will be made by the Philadelphia and Reading railroad company.

INCOME AND EXPENSES FOR 1871.

Rent account	\$647,402 26
Interest received	3,960 53
Costs refunded	57 00
	<u>651,419 79</u>

EXPENSES AND CHARGES.

Interest on loans and floating debt	\$532,859 20
Dividend account	50,827 00

Current expenses, salaries, &c.....	\$13,550 26
State tax on dividends	2,541 35
Drawbacks on trade, 1870	58 96

599,836 77

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
Thomas T. Lea	Philadelphia.
Joseph B. Townsend.....	Philadelphia.
John N. Hutchinson.....	Easton.
Charles Baber.....	Pottsville.
George Brooke.....	Birdsborough.
Charles W. Wharton.....	Philadelphia.
Frederick Fraley, President.....	Philadelphia.
William M. Tilghman, Secretary.....	Philadelphia.
Charles W. Bacon, Treasurer.....	Philadelphia.

(No. 157.)

SCHUYLKILL NAVIGATION.

[*Philadelphia and Reading railroad company, lessees.*]

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading railroad company, lessees of the Schuylkill canal, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*
 S. BRADFORD, *Treasurer.*

Affirmed, sworn and subscribed before me, }
 this 19th day of January, 1872. }

B. F. HORAN, *N. P.*

CHARACTERISTICS OF CANAL.

Length of main line of canal, from mouth of Mill creek to Wire bridge, Philadelphia	108 $\frac{23}{100}$ miles.
Length of main line of canal in Pennsylvania.....	108 $\frac{23}{100}$ "
Number of branch canals, with the length of each, viz: One, 1 mile long.	
Canals leased by the company	None.
Width of canal at top water line, varies from	60 to 300 feet.
Width of canal on bottom: Variable; minimum on curves, 45 feet; straight lines, 40 feet.	
Depth of water, minimum.....	6 feet.
Length and breadth of locks: Lift locks, 110 feet by 18 feet wide in the chamber; guard locks, 112 by 24 feet.	
Number of basins.....	19
Number of houses: Lock houses, 60; other houses and offices, 7.	

Number of locks: On main line, 71, of maximum size; at five places locks of smaller size in use along side of large lock.

Number of weigh-locks..... None.

Number of tunnels..... None.

Number of bridges: 1 railroad, 47 road, 35 farm, 3 foot, 6 towing path across river, 13 towing path across locks, 3 over docks, 5 over basins; all maintained by the company; 13 road and foot bridges not maintained by the company.

Number of dams 31

Number of aqueducts 12

Number of miles of slack-water 50 $\frac{5}{100}$

Number of boats owned by the company..... 643

Number of boats owned and run by private parties, About 130

Average tonnage of boats 175

Navigation opened March 10.

Navigation closed December 4.

Feet of lockage on main line of canal, (to mid tide at Philadelphia,) 618.63.

Are the locks of wood, cut stone or composite? Of cut stone and composite.

Give the number of each kind: 17 cut stone; 2 cement, uncut; 58 composite.

The amount of freight, specifying the quantity in tons of 2,000 lbs. :

Lumber.....	5,391	Agricultural products	2,846
Anthracite coal.....	1,131,391.03	Manufactures and merch'dise,	11,952
Pig iron	14,002	Other articles.....	69,662
Other iron or castings... ..	16,132		
Iron and other ores.....	59,138	Total.....	1,388,681.03
Stone and lime.....	78,167		

The rate of toll charged for the respective classes per mile, as follows :

Anthracite coal, per ton of 2,240 pounds, 4th class,
from 95 to 105 cts.

Rate of toll on articles other than anthracite coal, and on boats, to be charged, from August 1, 1870, until further notice, per ton of 2,240 pounds.

CLASSIFICATION.

Articles of first class :

Ashes, bark, (in rough,) brickbats, brick, (common,) building stone, cinders, clay, cord-wood, flag and curb stone, gravel, iron ore, (descending,) kaolin, lime, limestone, manure, marl, posts and rails, sand.

Articles of second class :

Bituminous coal, brick, (pressed,) coke, fire-brick, gypsum, hay and straw, heavy castings, (in rough,) ice, marble, (rough,) plaster, pig iron, scrap iron, slate, soapstone, terra cotta pipe.

Articles of third class :

Acids, bar iron, boiler iron, blooms, bark, (ground,) barrels, (empty,) brimstone, cast-iron pipe, castings, (light,) cement, charcoal, chemicals, copper ore, fertilizers, feed, fish, flour, flues, fruit, glass, grain, (all kinds,) groceries, gunpowder, (in metal kegs,) guano, hemp and jute, iron axles, liquors, lumber, malt liquors, merchandise, molasses, nails and spikes, oils and paints, phosphate of lime, puddled bars and slabs, provisions, rags, railroad iron, railroad sills, salt, staves and headings, sugar, and all articles not enumerated in classes first, second or fourth.

Articles of fourth class :

Iron ore, (ascending the canal.)

(Articles not in classes first, second or fourth will be subject to rates given for third class.)

TABLE OF ESTIMATED WEIGHTS.

Apples, per barrel, 200 lbs. ;	Ashes, per barrel, 450 lbs. ;	Bark, per cord, 2,240 lbs.
Bacon, per hhd.	1,000 lbs. ;	Barrels, (empty,) all kinds, each, 40 lbs.
Beans, per bbl.	200 "	Beef, (salt,) per bbl. 330 "
Brick, (common,) per 1,000	5,000 "	Brick, (fire,) per 1,000 7,000 "
Brick, (pressed,) per 1,000.	6,000 "	Buckwheat, per bushel. 50 "
Cake meal, per bushel	40 "	Cement, per bbl. 320 "
Cedar rails, each	25 "	Charcoal, per bushel 25 "
Coal oil, per bbl.	350 "	Coke, per bushel. 40 "
Eggs, per bbl.	200 "	Fish, per barrel 300 "
Flour, per bbl.	216 "	
Grain—Corn, per bushel.	56 "	Oats, per bushel. 32 "
Barley, per bushel.	48 "	Rye, per bushel. 56 "
" Wheat, per bushel.	60 "	

Hides, (green,) each..	85 lbs.;	Ice, per bushel.....	80 lbs.
Hoop poles, per 1,000.....	5,600	“ Lime, per bushel.....	80
Liquor in barrels.....	380	“ Lumber, (dry,) per 1,000 feet	2,500
Lumber, (green, pine and hemlock,) per 1,000 feet			3,700
Lumber, (oak and hard woods, and Carolina pine,) per 1,000 feet.....			5,000
Lath, per 5,000	2,500 lbs.;	Malt, per bushel	38
Nails and spikes, per keg	103	“ Oil, per barrel.....	350
Pickets, per 1,000.....	2,500	“ Potatoes, per bushel.....	56
Railroad spikes, per keg.....	150	“ Salt, (coarse,) per sack.....	210
Salt, (fine,) per sack.....	240	“ Sand and gravel, per cubic foot... ..	100
Seeds, (flax,) per bushel.....	50	“ Other seeds, per bushel.....	60
Shipstuff and mill feed.....	35	“ Shingles, per 1,000	2,500
Staves and headings for barrels, per 1,000			3,700
Staves and headings for hogsheads, per 1,000.....			5,600
Stone, (building,) rough, per perch.....			3,750
Stone, (dimension,) per perch.....			4,000
Sand, per bushel.....			80
Tar, rosin, pitch and turpentine, per bbl.....			340
Wood, (pine,) per cord.....			3,000
Wood, (hickory,) per cord.....			4,500
Wood, (oak and other,) per cord.....			3,700

SCHEDULE A.—RATES OF TOLL.

Between Fairmount and	1st Class.	2d Class.	3d Class.	4th Class.
Spring Mill.....	25	25	25	25
Conshohocken.....	27	27	27	26
Swede Furnace.....	28	28	28	27
Plymouth.....	29	29	29	27
Norristown.....	31	31	31	29
Port Kennedy.....	35	35	35	32
Valley Forge.....	37	37	37	32
Pauling's dam.....	38	38	38	32
Brower's	39	39	39	32
Port Providence.....	40	40	40	32
Phoenixville.....	43	43	43	32
Black Rock.....	45	45	45	32
Boyer's Ford.....	50	50	50	33
Yankee Dam.....	50	50	50	33
Lawrenceville.....	50	53	53	33
Frick's Locks	50	55	55	33
Pottstown.....	50	58	58	35
Unionville.....	50	62	62	37
Port Union.....	50	63	63	37
Birdsboro'.....	50	67	67	38
Reading.....	50	75	75	42
Felix's Dam.....	50	75	85	42
Peacock's Locks	50	75	88	42
Maiden Creek.....	50	75	90	42
Leesport.....	50	75	92	44
Mohrsville	50	75	94	44
Shoemakersville	50	75	96	44
Hamburg	50	75	1 00	44
Port Clinton.....	50	75	1 00	46
Auburn	50	75	1 00	46
Orwigsburg.....	50	75	1 00	46
Schuyikill Haven.....	50	75	1 00	48
Port Carbon and Pottsville	50	75	1 00	50

GENERAL RULES.

The rates of toll between Fairmount and certain other places are designated in the annexed Schedule A. In all other cases tolls will be charged as follows:

All articles carried ten miles and under shall pay 25 cents per ton, except where this amount shall exceed $6\frac{1}{2}$ cents per ton on the ascertained tonnage of the vessel for any lock passed below Reading, or 4 cents per ton above Reading. In such cases these last mentioned rates, and the State tonnage tax on the cargo, will be charged. For any distance beyond ten miles, 1 cent per ton per mile additional will be charged, until the highest rate is reached, as follows: On articles of the first class, not more than 50 cents per ton for any distance; on articles of the second class, not more than 75 cents per ton for any distance; on articles of the third class, not more than \$1 per ton for any distance.

TOLL ON BOATS.

The toll authorized by the charter of the company is $6\frac{1}{2}$ cents per ton for every lock passed below Reading, and 4 cents per ton for every lock passed above Reading, on the ascertained tonnage of the vessel; and these rates will be charged against every boat; but conditional permits will be issued to boats which may be navigated in strict conformity to law, and to the regulations of the company, at the following rates:

Boats carrying cargo which has paid \$10 or more for tolls, free.

Boats unladen, or with cargo which has paid less than \$10 for tolls:

For ten miles or under.....	\$1 00
For more than ten miles and not over fifty miles	2 00
For any distance beyond fifty miles	3 00

Any violation of the laws or regulations for using the canal, and for the protection of the works of the company, will render the boat liable to an additional toll not exceeding the full charter rate, and to detention of boat and cargo until such toll is paid.

Boats 17 feet 6 inches wide, and 100 feet long, or thereabouts, ascending the canal, will not be permitted to pass the locks with a draught of water exceeding four feet. Ascending boats not exceeding 15 feet 6 inches wide by 92 feet long will be permitted to pass the locks with a draught not exceeding 5 feet. In passing

the locks, boats shall have precedence of rafts. Rafts not complying with this regulation will be charged the full charter rates.

Masters of boats will be required to present bills of lading or manifests of their cargoes in duplicate to the collector or lock-tender at the time of applying for a permit. One copy of the bill of lading will be retained by the agent of the company, and the other by the captain of the vessel; which latter bill of lading shall at any other time be subject to inspection by the agents of the company during the passage of the boat to its place of destination. Failure on the part of masters of boats to make correct returns of their cargoes will subject the lading to full rates, as authorized by law.

By an act of Assembly, passed April 17th, 1846, it is provided, that if any person engaged in transporting coal, iron, lumber, or other articles of merchandise, or any property whatsoever, on any river, canal or railroad, shall sell, pledge or dispose of the same, or any part thereof, without the consent of the owner thereof, he shall, on conviction, be deemed guilty of a misdemeanor, and be punished by a fine of not less than fifty nor exceeding five hundred dollars, and also by an imprisonment in the jail of the proper county for not less than twenty days nor more than one year, at the discretion of the court; and any person who shall knowingly purchase any such property from any transporter thereof, without the consent of the owner, shall be liable to pay such owner double the value of the property so purchased.

Gunpowder, other than in metal kegs, in quantities exceeding 100 pounds in each boat, will be subject to full charter rates of toll for every lock passed.

EXPENSES.

Maintaining the canal or real estate of the corporation :

Aqueducts	\$4,950 34
Boats and flats.....	8,854 17
Bridges	20,443 14
Canal bed and banks.....	46,947 10
Culverts.....	1,438 66
Dams	15,176 16
Houses and offices.....	1,230 57
Incidentals	3,388 67

Locks	\$45,395 23
Repairs of lock houses	5,295 64
Dredge boats and dredging.....	27,546 27
Engineering, office and incidental expenses	12,767 45
Tools and tool repairs.....	4,203 97
Waste weirs and sluices.....	743 75
Repairs of landing at coal shipping points.....	11,374 05
Wharfing, boat harbor	2,935 30
Total.....	<u>212,690 47</u>

Operating the canal :

Current expenses for salaries of collectors, lock tenders, clerks, &c.....	\$48,137 34
Labor at landings.....	52,250 18
State taxes.....	10,725 71
New tugs and engines purchased.....	6,633 99
Total.....	<u>117,747 22</u>

RECEIPTS.

From tolls on coal	\$932,222 77
From tolls on lumber, iron, and other merchandise,	102,086 34
From water rents.....	42,770 01
Total.....	<u>1,077,079 12</u>

(No. 158.)

SUSQUEHANNA.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared B. Andrews Knight, president of the Susquehanna canal company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) B. ANDREWS KNIGHT, *President.*

Sworn and subscribed before me, this }
 10th day of February, 1872. }

W. W. DOUGHERTY, *Alderman.*

STATE OF MARYLAND, }
City of Baltimore, } ss:

Personally appeared Robert D. Brown, treasurer of the Susquehanna canal company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

ROBERT D. BROWN, *Treasurer.*

Sworn to and subscribed before me, this }
 9th day of February, A. D. 1872. }

W. W. LATIMER,
A Commissioner for Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law, with power to increase	\$1,500,000 00
Amount of stock subscribed	2,002,746 00
Total amount paid in of capital stock.....	2,002,746 00 .
Total amount of funded debt, (classified and date of maturity,) as follows :	

1st mortgage bonds, (date of maturity, 1894,) Susq. canal..	\$227,500 00	
Tidewater canal	97,810 58	
	<hr/>	\$325,310 58
2d mortgage bonds, (date of maturity, 1885,) Susq. canal..	700,000 00	
Tidewater canal.....	300,000 00	
	<hr/>	1,000,000 00
3d mortgage bonds, (date of maturity, 1878,) proportion Susq. canal.....	874,000 00	
Proport'n Tidewater canal	437,000 00	
	<hr/>	1,311,000 00
	<hr/>	\$2,636,310 58
The amount of floating debt, (part of same being old Tidewater canal indebtedness, which may never be presented,).....		270,505 25
Total amount now of floating and funded debt ...		2,906,815 83
Average rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 6 per cent.; 3d mortgage, 6 per cent.		
Date and rate per cent. per annum of dividend or dividends.....		None.
Number of shares of stock issued.....		40,017
Par value of each share		\$50 00
Amount paid in on each share		50 00
		<hr/> <hr/>

COST OF CANAL AND FIXTURES.

Proportion of Susquehanna canal	\$3,238,069 87
Proportion of Tidewater canal	1,619,034 93
	<hr/> <hr/>
	4,857,104 80

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Columbia, Pa., to Havre de Grace, Md.....	45 miles.
Length of main line of canal in Pennsylvania	30 "
Length of line in Maryland.....	15 "
Canals leased by the company	None.
Width of canal at top water line	50 feet.
Width of canal on bottom.....	30 "
Depth of water, (except where the enlargement has been made for 6 feet,).....	5 "
Length and breadth of locks: 170 feet long, 17 feet wide.	
Number of basins.....	2
Number of houses.....	28
Number of locks.....	33
Number of weigh-locks.....	1
Number of tunnels.....	None.
Number of bridges.....	13
Number of dams	1
Number of aqueducts	8
Number of miles of slack-water	2
Number of boats owned by the company, (steam- boat,)	1
Average tonnage of boats	100
Navigation opened	March 29.
Navigation closed.....	December 4.
Feet of lockage on main line of canal.....	233
Value of real estate held by the company, exclu- sive of canals in Pennsylvania and Maryland...	\$45,000 00
Are the locks of wood, cut stone or composite? 2 cut stone, others composite.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal.....	433,805
Gross amount of tonnage for the year, including way tonnage.....	501,674

The amount of freight, specifying the quantity in tons of 2,000 lbs.:

Lumber.....	178,801	Agricultural products.....	7,583
Anthracite coal.....	246,865	Manufactures and merchandise ...	10,247
Bituminous coal.....	340	Live stock.....	4
Pig iron.....	3,154	Other articles, ice, slate, stone, &c.,	39,574
Other iron or castings	528		
Iron and other ores.....	840	Total.....	501,674
Lime and limestone	13,738		

The rate of toll charged for the respective classes per mile, as follows :

For lumber, shingles, anthracite coal, bituminous coal, average rate of toll, about $6\frac{5}{16}$ mills per ton per mile.

EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal	\$56,795 57
--	-------------

RECEIPTS.

From tolls on coal, lumber, iron, miscellaneous freight, lockages and boat toll, including draw-backs on coal, to be allowed	\$142,505 99
Other sources, rents, &c.....	1,592 65
Total.....	144,098 64

Summary of expenses :

Maintaining the canal or real estate of the corporation, and operating the canal.....	\$56,795 57
For dividends.....	None.
For interest.....	157,234 39
For surplus funds.....	None.
State taxes.....	606 80
United States taxes.....	1,213 22
For other payments.....	11,205 30
Total.....	227,055 28

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George W. Dobbin.....	Baltimore.
Enoch Pratt.....	Baltimore.
Thomas Wilson.....	Baltimore.
R. K. Hawley.....	Baltimore.
W. W. Glenn.....	Baltimore.
Jacob Tome.....	Port Deposit.
William P. Jenks.....	Philadelphia.
C. D'Invilliers.....	Philadelphia.
Samuel C. Ford.....	Philadelphia.
A. J. Antelo.....	Philadelphia.
H. C. Townsend.....	Philadelphia.
Thomas H. Trotter.....	Philadelphia.
B. Andrews Knight, President.....	Philadelphia.
Robert D. Brown, Treasurer.....	Baltimore.
D. F. Shure, Superintendent.....	Darlington, Md.

(No. 159.)

UNION.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Lebanon County, } ss :

Personally appeared J. N. Hutchinson, president, and Theo. B. Klein, secretary, of the Union canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. N. HUTCHINSON, *President.*

THEO. B. KLEIN, *Secretary.*

Sworn and subscribed before me, this }
 22d day of January, 1872. }

ANDREW LIGHT, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,907,850 00
Amount of stock subscribed	2,907,850 00
Total amount paid in of capital stock	2,907,850 00
Total amount of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1883,)...	3,000,000 00
Average rate per cent. per annum of interest on funded debt: 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued	58,157
Par value of each share	\$50 00
Cost of canal and fixtures	<u><u>\$5,907,850 00</u></u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Middletown to Reading	77 $\frac{64}{100}$ miles.
Number of branch canals, with the length of each, viz: One	7 "

Canals leased by the company	None.
Width of canal at top water line	43 feet.
Width of canal on bottom	23 "
Depth of water	4½ "
Length and breadth of locks: 17 by 90 in chamber; whole length.....	132 "
Number of basins.....	8
Number of houses	92
Number of locks: 88 lift, 3 guard locks.....	91
Number of weigh-locks.....	2
Number of tunnels.....	1
Number of bridges.....	83
Number of dams	16
Number of aqueducts	17
Number of miles of slack-water	5
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties,	Don't know.
Average tonnage of boats	80 to 100 tons.
Navigation opened.....	April 5.
Navigation closed.....	Dec. 5.
Feet of lockage on main line of canal.....	501
Are the locks of wood, cut stone or composite?...	Cut stone.
Give the number of each kind	All cut stone.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year, on main canal	37,671
Gross amount of tonnage for the year, including branches and leased canals	127,287

The amount of freight, specifying the quantity in tons of 2,000 lbs.:

Lumber	55,265	Lime and limestone.....	19,052
Anthracite coal.....	22,560	Agricultural products.....	334
Bituminous coal	963	Other articles.....	4,691
Pig iron, railroad iron, other iron or castings.....	2,448	Total.....	127,287
Iron and other ores.....	21,974		

RECEIPTS.

From tolls on coal, lumber, iron, miscellaneous freight and lockages	\$46,233 46
Other sources, rents, &c., and due by the company,	12,356 87
Total	<u>58,590 33</u>

Summary of expenses:

Maintaining the canal or real estate of the corporation, and operating the canal	\$36,766 74
For dividends	None.
For interest	389 51
For surplus funds	None.
For municipal taxes	112 24
For other payments	21,321 84
Total	<u>58,590 33</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. B. M'Farland	Philadelphia.
D. Haddock, Jr.	Philadelphia.
C. P. Bayard	Philadelphia.
J. Spering.	Philadelphia.
G. S. Benson	Philadelphia.
J. N. Hutchinson.	Philadelphia.
W. P. Cresson.	Philadelphia.
W. C. Longstreth	Philadelphia.
C. W. Wharton	Philadelphia.
James Young.	Middletown, Pa.
A. Reinöehl	Lebanon, Pa.
A. Wilhelm.	Lebanon, Pa.
John N. Hutchinson, President	Philadelphia.
Theo. B. Klein, Secretary	Lebanon.
John N. Hutchinson, Treasurer	Philadelphia.
William Eckenroth, Superintendent	Lebanon.

(No. 169.)

WEST BRANCH AND SUSQUEHANNA.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Isaac J. Wistar, president, and Alfred Mordecai, treasurer, of the West Branch and Susquehanna canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

I. J. WISTAR, *President.*A. MORDECAI, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of January, 1872. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,500,000 00
Amount of stock subscribed	1,100,000 00
Total amount paid in of capital stock	1,100,000 00
Total amount of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1878,)..	450,000 00
2d mortgage bonds, (date of maturity, 1888,)..	298,000 00
The amount of floating debt, disputed, about.....	100,728 40
Total amount now of floating and funded debt....	848,728 40
Average rate per cent. per annum of interest on funded debt: 1st mortgage.....	6
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued	22,000
Par value of each share	\$50 00
Average market value during the year.....	None.
Amount paid in on each share	50 00

COST OF CANAL AND FIXTURES.

Cannot say.

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Junction to Farrandsville	123 miles.
Number of branch canals, with the length of each, viz: Two; total length, 4 miles.	
Canals leased by the company	None.
Width of canal at top water line	40 to 60 feet.
Width of canal on bottom	28 to 34 feet.
Depth of water: Susquehanna division, 6 feet; West Branch division, 4½ feet.	
Length and breadth of locks	17 by 90 feet.
Number of basins	58
Number of lock houses, 28; store houses, 4; other houses, 10	42
Number of locks, (lift, 33; guard, 4; stop, 6; weigh, 1,)	44
Number of tunnels	None.
Number of bridges	195
Number of dams	7
Number of aqueducts	25
Number of miles of slack-water	19
Number of boats owned by the company	None.
Number of boats owned and run by private parties, Average tonnage of boats	Cannot say. 110 tons.
Navigation opened fully	April 10.
Navigation closed	December 1.
Feet of lockage on main line of canal: Junction to Northumberland, 776; Northumberland to Farrandsville, 115.	
Value of real estate held by the company, exclusive of canal	None.
Are the locks of wood, cut stone or composite? Cut stone, composite and wood.	
Give the number of each kind: Cut stone, 26; composite, 12; wood, 6.	

The West Branch and Susquehanna canal having been leased by the Pennsylvania canal company, the receipts and expenditures are included in that company's report, as heretofore.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Thomas A. Scott.....	Philadelphia.
H. J. Lombaert	Philadelphia.
G. B. Roberts.....	Philadelphia.
Samuel T. Bodine	Philadelphia.
Josiah Bacon.....	Philadelphia.
Joseph H. Dulles.....	Philadelphia.
William Anspach.....	Philadelphia.
Wistar Morris.....	Philadelphia.
Washington Butcher.....	Philadelphia.
Joseph B. Myers.....	Philadelphia.
Charles Parrish	Wilkesbarre.
Isaac Wistar, President	Philadelphia.
A. Mordecai, Secretary and Treasurer.....	Philadelphia.
Thomas T. Wiernian, Chief Engineer.....	Harrisburg.

(No. 161.)

WICONISCO.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Simon Gratz, president, and Edward Gratz, Jr., treasurer, of the Wiconisco canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) SIMON GRATZ, *President.*

EDW. GRATZ, JR., *Treasurer.*

Affirmed and subscribed before me, this }
 8th day of February, 1872. }

WM. H. LIST, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$60,000 00
Amount of stock subscribed	59,680 00
Total amount paid in of capital stock	58,925 00
Total amount of funded debt.....	None.
The amount of floating debt	24,600 00
Total amount now of floating and funded debt....	24,600 00
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued	2,947
Par value of each share	\$20 00
Average market value during the year.....	Uncertain.
Amount paid in on each share	\$20 00
Cost of canal and fixtures, about.....	<u><u>\$512,000 00</u></u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Millersburg to Clark's ferry	12 miles.
Number of branch canals.....	None.

Canals leased by the company	None.
Width of canal at top water line	45 feet.
Width of canal on bottom	28 "
Depth of water.....	4 feet 2 in.
Length and breadth of locks: 90 feet long, 17 feet wide.	
Number of basins.....	1
Number of houses	4
Number of locks.....	7
Number of weigh-locks.....	None.
Number of tunnels.....	None.
Number of bridges.....	18
Number of dams	1
Number of aqueducts	3
Number of miles of slack-water	None.
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties,	Uncertain.
Average tonnage of boats	95 tons.
Navigation opened.....	Ap'l 10, 1871.
Navigation closed	Dec. 1, 1871.
Feet of lockage on main line of canal.....	24
Value of real estate held by the company, exclusive of canal	\$12,000 00
Are the locks of wood, cut stone or composite?	
Cut stone and composite.	
Give the number of each kind: 3 cut stone, 4 composite.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal	84,091
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The rate of toll charged for the respective classes per mile, as follows:

The average rate of toll charged for all classes was about eight mills per ton per mile.

EXPENSES.

Total expenses of maintaining and operating canal,	<u>\$6,009 73</u>
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RECEIPTS.

Total receipts	\$9,830 77
Payments on account of construction	None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Simon Gratz.....	Philadelphia.
Charles E. Lex.....	Philadelphia.
Joseph W. Souder	Philadelphia.
Edward Gratz, Jr.	Philadelphia.
E. Coppee Mitchell.	Philadelphia.
William R. Vallean.	Philadelphia.
Simon Gratz, President	Philadelphia.
Michael Nisbet, Secretary	Philadelphia.
Edward Gratz, Jr., Treasurer.....	Philadelphia.
Francis Wenrich, Superintendent	Millersburg, Pa.

TELEGRAPH REPORTS.

TELEGRAPH REPORTS.

(No. 162.)

FRANKLIN.

[For the financial year ending December 31, 1871.]

STATE OF MASSACHUSETTS, } ss:
Suffolk County, }

Personally appeared James W. Brown, president, and Joseph J. Durham, treasurer, of the Franklin telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAS. W. BROWN, *President.*
JOSEPH J. DURHAM, *Treasurer.*

Sworn and subscribed before me, this }
16th day of January, 1872. }

WESTON LEINS, *J. P.*

Sworn and subscribed before me, this }
20th day of January, 1872. }

DANIEL C. LINSOTT, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount paid in as by last report.....	1,000,000 00
Total amount now paid in of capital stock	1,000,000 00
Funded debt as per last report	75,000 00
The amount now of funded debt.....	102,000 00
Floating debt as by last report.....	40,000 00
Total amount now of floating debt	32,500 00
Total amount now of floating and funded debt	134,500 00
Rate per cent. per annum of interest on funded debt,	7
Date and rate per cent. per annum of dividend or dividends.....	None.

Number of shares of stock issued	10,000
Par value of each share	\$100 00
Amount of capital on which the respective dividends were declared	No dividend.

COST OF LINE AND EQUIPMENT.

Total.....	<u>\$545,000 00</u>
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CHARACTERISTICS OF LINE.

Length of main line, from Boston, Mass., to Washington, D. C.....	750 miles.
Length of main line in Pennsylvania	30 "
Length of submarine cables, (entire length,).....	10 "
Length of submarine cables in Pennsylvania	None.
Length of wire, (entire line,).....	3,500 miles.
Length of wire in Pennsylvania.....	120 "
Number of stations, (entire line)	37
Number of stations in Pennsylvania.....	5
Number of instruments in use, (entire line,).....	124
Number of instruments in use in Pennsylvania...	14
Number of poles to the mile.....	36
Number of persons employed in operating and maintaining the line.....	189
Number of persons employed in operating and maintaining line in Pennsylvania	20
Number of messages sent during the year, (entire line,).....	441,923
Number of messages sent during the year in Pennsylvania	45,719
Number of messages received, (entire line,).....	416,309
Number of messages received in Pennsylvania....	68,412
Value of real estate owned by the company, exclusive of line.....	None.
Value of real estate owned by the company in Pennsylvania	<u>None.</u>

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Rates for ten words.	Each additional word.
For one hundred miles or under.....	25 to 40 c.	2 to 3 cts.
For one hundred miles and under two hundred miles.....	25 to 40 c.	2 to 3 cts.
For two hundred miles and under three hundred miles.....	30 to 50 c.	2 to 3 cts.
For three hundred miles and under four hundred miles.....	40 to 50 c.	3 to 4 cts.
For four hundred miles and under five hundred miles.....	50 to 55 c.	3 to 4 cts.

Expenses :

Gross expenses of entire line, (approximated,)....	\$201,000 00
Gross expenses in Pennsylvania, (approximated,)..	21,876 92

Receipts :

Gross receipts, entire line, (approximated,)	\$204,500 00
Gross receipts in Pennsylvania, (approximated,)..	22 903 12

Summary of payments :

For construction of new lines : No actual construction.	
For purchase of telegraph property... ..	None.
For purchase of real estate	None.
For interest, (approximated,)	\$2,000 00
For dividends.....	None.
For miscellaneous, (approximated,).....	200,000 00
For taxes, (approximated,).....	500 00
For surplus fund, (approximated,).....	2,000 00

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James W. Brown	Boston, Mass.
Sidney Dillen	Boston, Mass.
Oliver Ames.	Boston, Mass.
Edwin F. Waters.	Boston, Mass.
Joseph B. Stearns.....	Boston, Mass.
James H. Freeman ...	Boston, Mass.
Joseph J. Durham.....	Boston, Mass.
Samuel L. French.....	Boston, Mass.
Weston Lewis.....	Boston, Mass.
James W. Brown, President, P. O. Box 1825.....	Boston, Mass.
Joseph J. Durham, Secretary and Treasurer.....	Boston, Mass.
James G. Smith, Superintendent.....	Boston, Mass.
Charles H. Burd, General Manager.....	Boston, Mass.

(No. 163.)

PACIFIC AND ATLANTIC.

[For the financial year ending December 31, 1871.]

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared George H. Thurston, president, and Edward J. Allen, treasurer, of the Pacific and Atlantic telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEO. H. THURSTON, *President.*
 EDWARD JAY ALLEN, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of February, 1872. }

J. W. SWARTS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$3,000,000 00
Amount paid in as by last report	1,861,225 00
Total amount now paid in of capital stock	1,949,025 00
Funded debt as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows	None.
Floating debt, as by last report	None.
Total amount now of floating debt	None.
Total amount now of floating and funded debt....	None.
Rate per cent. per annum of interest on funded debt,	None.
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued.....	77,961
Par value of each share.....	\$25 00
Average market value during the year: Have no record of sales made by the public.	
Amount paid in on each share	Paid in full.
Amount of capital on which the respective divi- dends were declared: None declared in 1871.	

COST OF LINE AND EQUIPMENT.

Construction	\$1,973,105 13
Equipment : Included in construction.	<u><u> </u></u>

CHARACTERISTICS OF LINE.

Length of main line, from Pittsburg, Pa., to all points, about.....	4,450 miles.
Length of main line in Pennsylvania	873 "
Length of submarine cables, (entire line,) about...	3 "
Length of submarine cables in Pennsylvania	None.
Length of wire, (entire line,) about.....	9,600 miles.
Length of wire in Pennsylvania, about.....	1,944 "
Number of stations, (entire line,).....	215
Number of stations in Pennsylvania	58
Number of polls to the mile.....	From 30 to 45.
Number of persons employed in operating and maintaining the line.....	562
Number of persons employed in operating and maintaining the line in Pennsylvania	164
Number of messages sent during the year, (entire line,)	816,721
Number of messages sent during the year in Pennsylvania	321,442
Number of messages received, (entire line,)	767,139
Number of messages received in Pennsylvania...	286,807
Value of real estate owned by the company, exclusive of line.....	None.
Value of real estate owned by the company in Pennsylvania	<u><u>None.</u></u>

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates not based on mileage, being affected by competition.

Expenses :

Gross expenses of entire line.....	\$367,399 07
Gross expenses in Pennsylvania, about	<u><u>120,000 00</u></u>

Receipts :

Gross receipts, (entire line,).....	\$397,013 17
Gross receipts in Pennsylvania	132,325 00

Summary of payments :

For purchase of telegraph property.....	None.
For purchase of real estate	None.
For interest.....	None.
For dividends	None.
For taxes for 1871, not yet fully in or settled.	
For surplus fund.....	None.
Total amount of surplus fund.....	None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George H. Thurston.....	Pittsburg, Pa.
Edward Jay Allen.....	Pittsburg, Pa.
Robert J. Anderson	Pittsburg, Pa.
William Varnum.....	Pittsburg, Pa.
James L. Shaw.....	Philadelphia.
John W. Ellis	New York.
James W. Weir.....	Harrisburg Pa.
George H. Thurston, President.....	Pittsburg, Pa.
Edward Jay Allen, Secretary and Treasurer.	Pittsburg, Pa.
David M'Cargo, General Superintendent.....	Pittsburg, Pa.

(No. 164.)

PHILADELPHIA, READING AND POTTSVILLE.

[For the financial year ending November 30, 1871.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and John Welch, treasurer, of the Philadelphia, Reading and Pottsville telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*
 JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1872. }

B. F. HORAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$50,000 00
Amount paid in as by last report.....	20,000 00
Total amount now paid in of capital stock.....	20,000 00
Funded debt, as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt as by last report.....	30,115 75
The amount now of floating debt.....	78,878 17
Total amount now of floating and funded debt....	78,878 17
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued.....	400
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	<u>None declared.</u>

COST OF LINE AND EQUIPMENT.

Construction	\$83,209 99
Equipment	30,066 23
Total.....	<u>113,276 22</u>

CHARACTERISTICS OF LINE.

Length of main line, from Philadelphia to Pottsville.....	101 miles.
Length of main line in Pennsylvania.....	572 “
Length of submarine cables, (entire length,)	None.
Length of submarine cables in Pennsylvania.....	None.
Length of wire, (entire line,)	1,125 miles.
Length of wire in Pennsylvania	1,125 “
Number of stations, (entire line,).....	176
Number of stations in Pennsylvania	176
Number of instruments in use, (entire line,).....	323
Number of instruments in use in Pennsylvania...	323
Number of poles to the mile.....	31
Number of persons employed in operating and maintaining the line	238
Number of persons employed in operating and maintaining the line in Pennsylvania.....	238
Number of messages sent during the year, (entire line, commercial messages,).....	106,418
Number of messages sent during the year in Pennsylvania	106,418
Number of messages received, (entire line,)	106,418
Number of messages received in Pennsylvania...	106,418
Value of real estate owned by the company, exclusive of line.....	None.
Value of real estate owned by the company in Pennsylvania	<u>None.</u>

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Rates for ten words.	Each additional word.
For one hundred miles or under	10 to 35 c.	1 to 2 cts.
For one hundred miles and under two hundred miles	20 to 35 c.	2 cents.

Expenses :

Gross expenses of entire line	\$37,334 72
Gross expenses in Pennsylvania	<u>37,334 72</u>

Receipts :

Gross receipts, (entire line,)	\$35,124 87
Gross receipts in Pennsylvania	<u>35,124 87</u>

Summary of payments :

For construction of new lines	\$28,060 77
For purchase of telegraph property	22,167 87
For interest	3,876 25
For miscellaneous	33,339 65
For taxes	118 81
Total	<u>87,563 35</u>

- NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Tucker	Philadelphia.
M. S. Wickersham	Philadelphia.
G. A. Nicolls	Philadelphia.
D. E. Stout	Reading.
Franklin B. Gowen, President	Philadelphia.
Albert Foster, Secretary	Philadelphia.
John Welch, Treasurer	Philadelphia.
C. T. Sellers, Superintendent	Reading.

(No. 165.)

WESTERN UNION.

[For the financial year ending November 1, 1871.]

STATE OF NEW YORK, }
City and County of New York. } ss:

Personally appeared George H. Mumford, vice president, and R. H. Rochester, treasurer, of the Western Union telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEO. H. MUMFORD, *Vice President.*
 R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this }
 14th day of February, 1872. }

SMITH E. LANE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$41,074,710 00
Of which lines in Pennsylvania owned by this company, represent estimated.....	250,000 00
Total amount now of capital stock of entire com- pany	41,074,710 00
None of the debt of this company was contracted for constructing any of the lines within the State of Pennsylvania, they having been mainly con- structed before any debt was contracted.	
Number of shares of stock issued	410,747
Par value of each share	\$100 00
Average market value during the year, about....	54 00
Amount paid in on each share: Mainly paid in by transfers of property.	

COST OF LINE AND EQUIPMENT.

The greater part of this property having been acquired by absorption or consolidation with other companies, whose books and

records are not in our possession, these amounts cannot now be stated.

CHARACTERISTICS OF LINE.

Length of entire lines in the United States and territories, about.....	57,000 miles.
Length of line in Pennsylvania, about	1,700 "
Length of submarine cables, (entire line,) about...	600,000 ft.
Length of wire, (entire line,) in the United States and territories, about	123,000 miles.
Length of wire in Pennsylvania, about.....	4,300 "
Number of stations, (entire line,) about	4,606
Number of stations in Pennsylvania, about	326
Number of instruments in use, (entire line,) about	5,974
Number of instruments in use in Pennsylvania....	No record.
Number of poles to the mile	25 to 40.
Number of persons employed in operating and maintaining the line, about.....	6,717
Number of persons employed in operating and maintaining the line in Pennsylvania, about.....	390
Number of messages sent during the year, (entire line,) exclusive of press reports, about	9,902,610
Number of messages sent during the year in Pennsylvania	No record.
Number of messages received, (entire line,)	Same as sent.
Number of messages received in Pennsylvania....	No record.
Value of real estate owned by the company, exclusive of line.....	\$184,694 10
Value of real estate owned by the company in Pennsylvania.....	30,866 67

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Rates for ten words.	Each additional word.
For one hundred miles or under.....	25 to 50c.	2 to 3 cts.
For one hundred miles and under two hundred miles	25 to 75c.	2 to 5 "
For two hundred miles and under three hundred miles.....	25c. to \$1	2 to 7 "
For three hundred miles and under four hundred miles.....	50c. to \$1	3 to 7 "

Expenses :

Gross expenses of entire line.....	\$5,193,102 26
Gross expenses in Pennsylvania: Record incomplete.	<u><u> </u></u>

Receipts :

Gross receipts, (entire line,).....	\$7,867,082 28
Gross receipts in Pennsylvania: Record incomplete.	<u><u> </u></u>

Summary of payments :

For construction of new lines in Pennsylvania, about	\$15,000 00
For purchase of telegraph property in Pennsylvania,	Nothing.
For purchase of real estate in Pennsylvania	Nothing.
For interest in Pennsylvania	Nothing.
For dividends in Pennsylvania.....	Nothing.
For miscellaneous in Pennsylvania.....	Nothing.
For taxes in Pennsylvania.....	<u><u>\$12,367 10</u></u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Hugh Allan	Montreal, Canada.
James H. Banker	New York.
Nathan A. Baldwin.....	Milford, Conn.
W. D. Bishop.....	Bridgeport, Conn.
Horace F. Clark.....	New York.
Ezra Cornell	Ithica, N. Y.
Alonzo B. Cornell	New York.
Harrison Durkee.....	New York.
William E. Dodge.....	New York.
Sheppard Gandy	New York.
Norvin Greene	Louisville, Ky.
Augustus W. Greenleaf.....	New York.
John A. Griswold.....	Troy, N. Y.
Wilson G. Hunt.....	New York.
George Jones.....	New York.
C. Livingston.....	New York.
Edwin D. Morgan.....	New York.
William Orton.....	New York.
O. H. Palmer	New York.
E. S. Sanford.....	New York.
Augustus Schell.....	New York.
Hiram Sibley.....	Rochester, N. Y.
T. G. Simmons	Kenosha, Wis.
John Steward	New York.
Moses Taylor.....	New York.
Daniel Torrence.....	New York.
George Walker.....	Springfield, Mass.
E. B. Wesley.....	New York.
Hillman Witt.....	Cleveland, Ohio.
William Orton, President	New York.
G. H. Mumford, Vice President	New York.
R. H. Rochester, Treasurer.....	New York.

(No. 166.)

LEWISBURG, CENTRE AND SPRUCE CREEK.

LEWISBURG, *February* 28, 1872.

Hon. JOHN F. HARTRANFT,

Auditor General of Pennsylvania:

DEAR SIR:—I received a letter from Joseph Lesley, Esq., of Philadelphia, secretary of the Lewisburg, Centre and Spruce Creek railroad company, enclosing the blank form you had sent him to fill up and make his annual report. He has been sick for some time and confined to his house, and is not in a condition to make out a detailed report. I am not in possession of the necessary information to make out one for him, but will give you a general view of the condition of the affairs in relation to our road. As I stated in a letter to you last year, the act to incorporate the Lewisburg, Centre and Spruce Creek railroad company was approved April 12, 1853, under which act the company was organized, and considerable stock subscribed. The work was not put under contract, and nothing more done, for upwards of ten years, when the building of the road was again agitated and new subscription books opened, the old stock subscribed having become dead by lapse of time. Several supplements to the original act of incorporation have been passed, among which authority has given to extend the road to Tyrone instead of Spruce Creek, if deemed for the best interest of the company; to extend a branch to Bellefonte, and also to extend it to Danville, in the county of Montour. The whole length of the main line, from the junction with the Philadelphia and Erie railroad to Tyrone, will be about ninety miles; from said junction to Danville, about fifteen miles, and the Bellefonte branch near eleven miles.

The road is completed and in full operation from junction with Philadelphia and Erie railroad to western boundary of the borough of Mifflinburg, a distance of ten miles and seven-tenths, (10.7,) and upwards of twenty miles more in Centre county under contract, and the work progressing rapidly. The balance of the line

is being located, under the auspices of George W. Luffer, Esq., chief engineer: and authority is given to increase the capital stock, from time to time, to such an amount as may be deemed expedient, not exceeding sixty thousand shares of the par value of fifty dollars. I have not as yet been furnished with an accurate estimate of the costs of the entire road.

There are over three hundred thousand dollars subscribed to the capital stock, which is being increased and instalments paid in, but the exact amount cannot be well stated at this time. Some of the districts have given a guaranty for more than they have actually stock subscribed. It is the intention, under the authority from the Legislature, to issue bonds to aid in the completion of the road.

The road, so far as completed and operated, to wit: From the junction with the Philadelphia and Erie railroad to Mifflinburg, a distance of 10.7 miles, has been leased to the Pennsylvania railroad company, as lessee of the Philadelphia and Erie railroad.

NAMES AND RESIDENCES OF OFFICERS OF THE LEWISBURG, CENTRE AND SPRUCE CREEK RAILROAD COMPANY.

Directors.	Post office address.
Edward F. Gay.....	Philadelphia.
Herman J. Lombaert.....	Philadelphia.
William J. Howard	Philadelphia.
Edmund Smith	Philadelphia.
James P. Coburn.....	Aaronsburg.
Robert H. Duncan.....	Spring Mills.
William Philips	Pittsburg.
George F. Miller, President.....	Lewisburg.
Joseph Lesley, Secretary and Treasurer.....	Philadelphia.

The directors in our company have, by act of Assembly, been reduced from twelve to seven.

Very truly yours,

G. F. MILLER,
President L., C. & S. C. R. R. Co.



